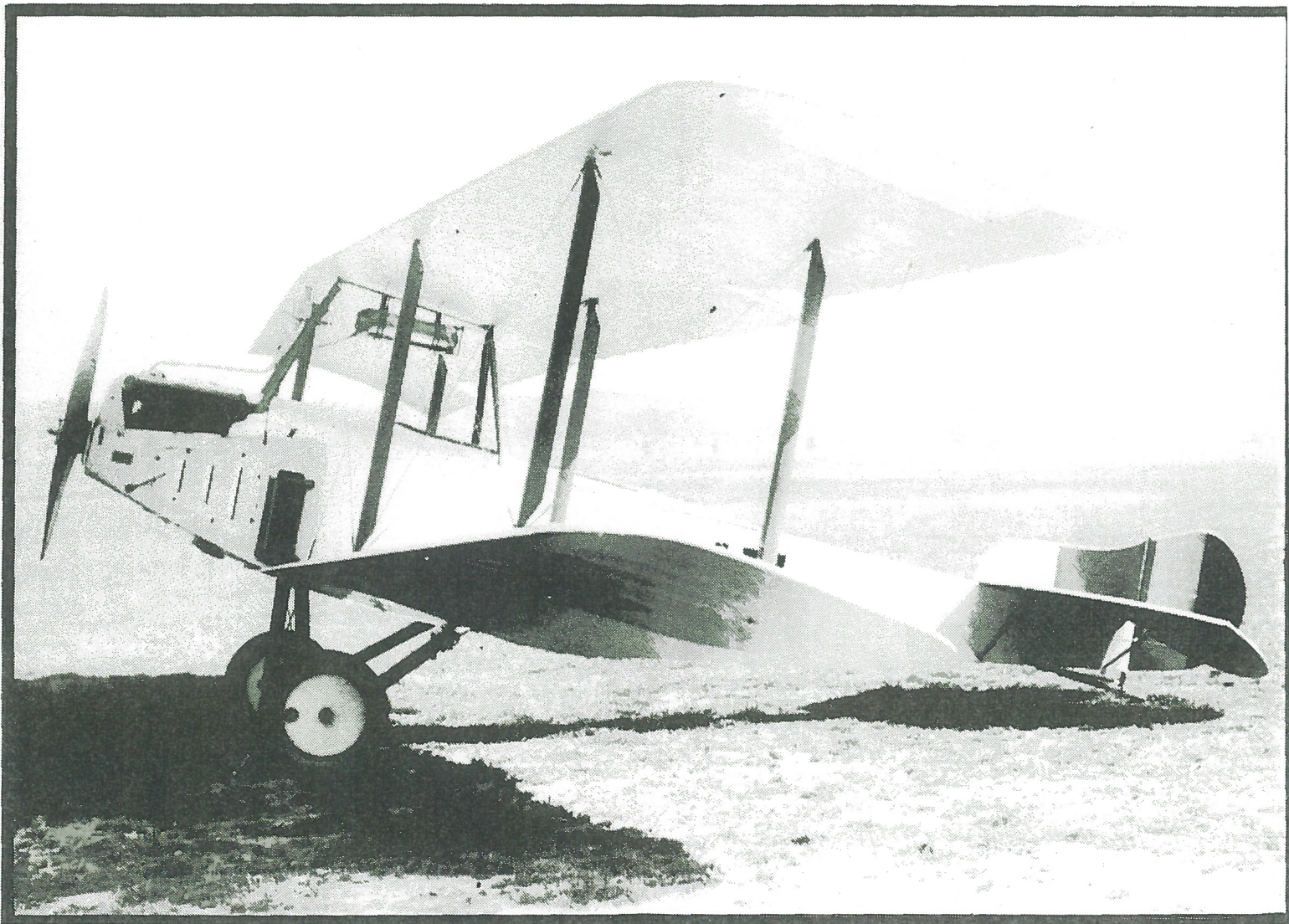


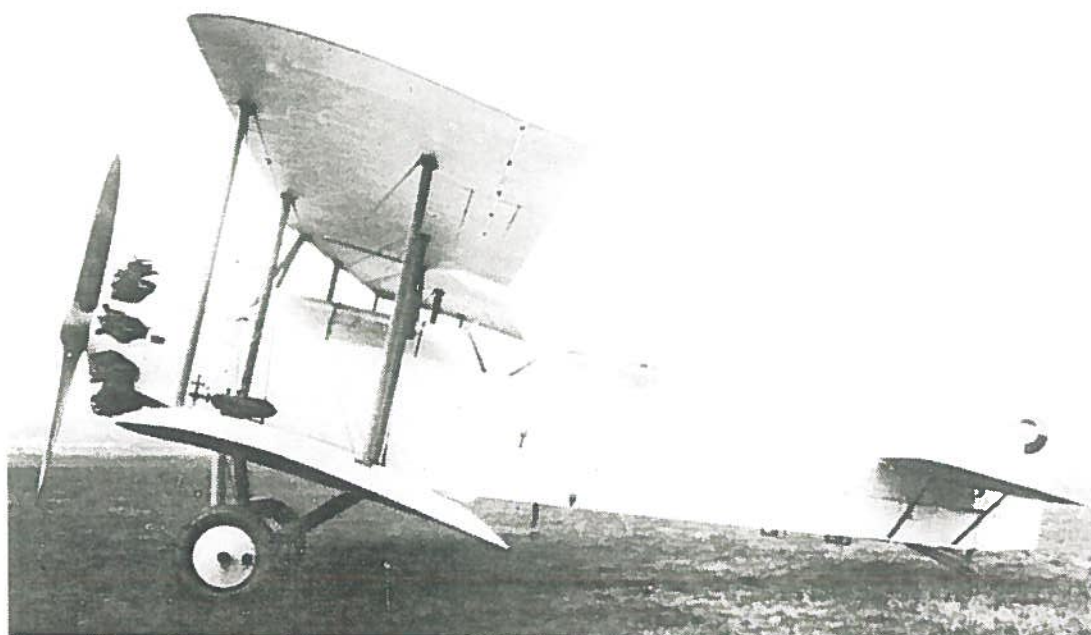
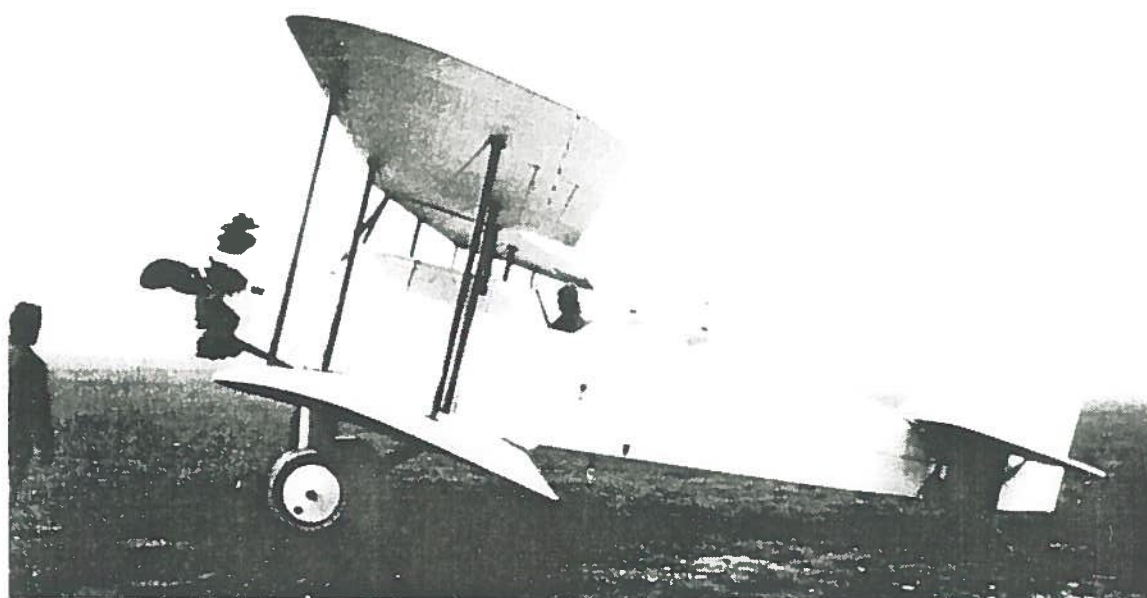
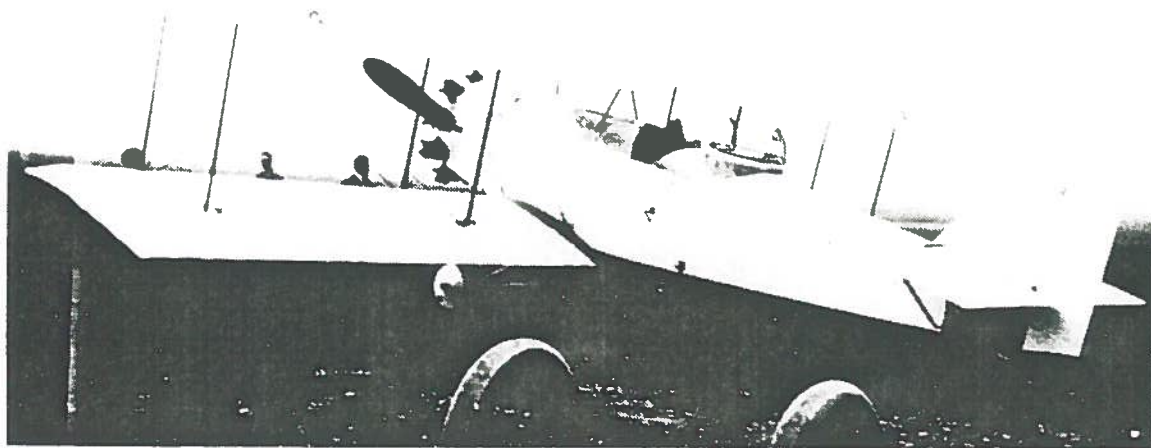
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US \$2.00



vol 10 no 1 (37)

January 1986



small air forces observer

the newsletter of the Small Air Forces Clearing House

TABLE OF CONTENTS

Abstracts	4
Letter (Denny)	6
Early Swiss Aircraft in South America (Eichenberger)	7
MiG Mania - Part 2 (Waters)	13
Reviews (Aviacion Mundial en Espana, French book, Polish vacuform kits Yak-11 kit, RobertsModel)	22
Letters (Brugaro, Kuhn, Eberle, Braun, Waters, Banjo)	24
Four Avias in 1/76 Scale (Denny)	26

SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourage international cooperation in researching the history of aviation on all aspects of aviation, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material.

SUBSCRIPTION RATE: Subscription to the current volume of the SAFO is US \$7.00 for 4 issues per year via surface mail. For air mail delivery, add \$4.75 for Europe and Latin America or \$8.25 for Asia, African, and Australia. New subscriptions begin with all issues of the volume current at the time payment is received; if you desire otherwise, please specify with your payment which issues are desired. Send remittance to Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923 USA.

BACK ISSUES: Issues 1-12 and 17-23 are out of print, although Xerox copies are available at cost. Issues 13-16 and 24-32 are available at \$1.50 each and issues 33-36 at \$1.75 each. For a list of back issues and their costs, send two 1st class stamps (or 2 IRCs) to the editorial office.

INSTRUCTIONS TO AUTHORS: Manuscripts may be submitted in any form; authors whose first language is not English may submit a rough translation of the text and the editorial office will put it into good English. Authors using a computer and Microsoft Word should consider sending the manuscript on disc. All art work must be ready for printing. It is best to plan for the art to be reduced to 75% in printing; i.e. the final reduced work should fit into the 7.5 inch by 10 inch working area of the final page. Art work that does not fit this requirement will have to be cut and pasted to fit; no problem, but things might not look exactly as you want them to look.

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COVER COMMENTS: When I reviewed John Andrade's LATIN-AMERICAN MILITARY AVIATION in SAFO #26, I commented on the Wild WT and X used in Columbia and commented information on these aircraft would make an excellent SAFO article. Now, with the help of SAFO member Roger Eberle we have an article not only on these aircraft but on another little-known Swiss aircraft that was designed for use in Latin America.

Cover Photo: Wild 43, #13. Photo taken in Switzerland. Aircraft seems to have the enlarged wings but it still has the original tail. Early style Columbian national insignia consisting of a cockade (outer to inner: red/yellow/green) probably in four wing positions; rudder colors (front to back) red/yellow/green. Black 13 on both sides of fuselage.

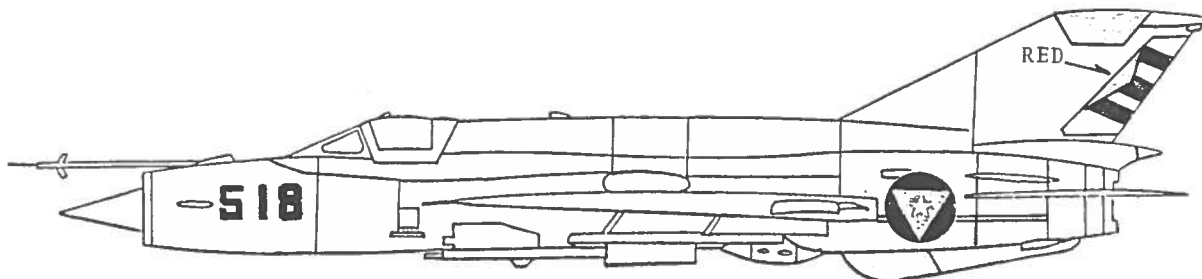
Back of Front Cover: Wild X. All photos, taken prior to delivery, show aircraft without enlarged rudder, elevator, or ailerons. Modern style Columbian national insignia in all photos. In the top photo, the insignia is in only the four wing positions while, in the bottom photo, the insignia has been added to the fin.

Back Cover: Comte AC-3. Bolivian national insignia in 4 wing positions and on rudder. The top two photos show the early version in overall silver dope. The bottom photo shows the definitive version with 4-bladed propellers, enlarged fin, and camouflage finish.

All photos from the collection of Roger Eberle.

EDITORIAL: This year marks the tenth anniversary of the SAFO, and to celebrate the occasion I would like to borrow an idea from our good friends at IPMS France. I would like to publish a special issue devoted to articles reprinted from magazines who have, over the years, cooperated with the SAFO. Therefore, I would like to invite the editors of all magazines that are reviewed on our "abstracts" page to provide me with an article representative of their interest in the small air forces and I will print all of these in the last issue of this tenth volume. The deadline for receipt of these articles is 1 September 1986.

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ARGENTINA

AVIACION LATINOAMERICANA (ALA, Casilla de Correo no. 125, Sucursal 28, 1428 Buenos Aires; 4 issues US\$ 11.00).

Nothing received since #9

MICROKIT (IPMS Argentina, Humboldt 2763, 8000 Bahia Blanca)

Nothing received since 1/4

AUSTRALIA

AUSTRALIAN PLASTIC MODELLER'S ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues airmail A\$ 18.00).

2/85 (28 pages) "Bell Twin Two-Twelve" 4 pages including 6 2-view drawings (Singapore, Brunei, Argentina, Canada). "Auto Mitaulieuse Legere Series" 2 pages with 1/35 and 1/76 scale drawings. "The Rainmakers: CSIRO's Cloud Research Aircraft" 8 pages with 12 photos and 5 side-view drawings (Twin Otter, Hudson, 2 C-47, F-27). "Making Waves (Part 2): The 'Lowdown' on 'Hi-Tech' Resins" 3 pages of how-to information. "RAAF & RAN Macchis" 7 pages including one photo, 6 side-view drawings & 2 drawings of the interior. "Israeli Half Track" one page with 1/76-scale drawings. "PZV's Mucha" one page with drawings for 2 Australian gliders.

NEWS & VIEWS (IPMS New South Wales, PO Box 637, Broadway, NSW 2007; A\$ 8.00, add \$2.00 for airmail).

3/85 (16 pages) "RAAF Aircraft of WWII - Part 3: Douglas C-47 Dakota" 2 pages with 2 side-view drawings. "Indonesian C-47s" one page with 2 side-view drawings. "RAAF's New Stingers - TF/A-18A" 2 pages with side-view drawing of provisional scheme. "Aircraft of the RAAF - CAC Boomerang: Part 2" 2 pages with 5 side-view drawings. "Argentine Tw'Otters" 2 pages with 2 side-view drawings. "Aircraft of the Chinese Air Force: Part 4" one page with two side-view drawings (Gladiator & Hawk III).

AUSTRIA

OFNH NACHRICHTEN (Oesterreichische Flugzug Historiker, Kannwegasse 1/15, A-1150, Wien).

3/85 (32 pages) "10 Jahre Fliegerdivision; 30 Jahre Luftstreitkräfte" 5 pages including 4 photos (J-29, SAAB 91, SAAB 105 & TurboPorter). "Die 'Fliegenden Lasttiere'" 13 pages including 3 photos (Bell 212, AB-204 & Alouette II) and 1/72-scale 3-view drawing of Westland S-55. "Miag MD 12" 3 pages including 1 photo and 1/72-scale 3-view drawing of a little-known biplane trainer.

PANORAMA (IPMS Austria, Nordmannngasse 11-13/4/6, A-1210, Wien).

2/85 (36 pages) "Mikojan-Gurewitsch MiG-17" 7 side-view drawings (Egypt, China, Iraq, North Vietnam). "30 Jahre Bundesheer" Austrian T-34. "Die Rhodesische Armee im Buschkrieg 1973-1980" uniforms and insignia.

BELGIUM

KIT (IPMS Belgium, Te Couwelaarlei 103 bus 21, B-1200 Deurne; 4 issues for US\$ 8.00, add \$2.00 for airmail, no personal checks accepted).

58 (30 pages) "Modelling the Alpha Jet" 14 pages including 13 photos, a 2-page 5-view drawing, 5 pages of drawings of the interior, and a review of available kits for building a Belgian Air Force Alpha Jet. "A Falcon in a Tiger Skin" 6 pages including 2 photos, 2-page 4-view drawing, a page of insignia drawings for Belgian Air Force 'FA-62' in tiger-stripe color scheme.

BRAZIL

EM ESCALA (IPMS Brazil, Rua Arquias Cordeiro, 316 S/502, CEP 20770, Meier, RJ).

11/2 (20 pages) "Brazilian FW-44J" 8 pages including one photo, 4 3-view drawings, & drawings of details.

11/3 (20 pages) "Brazilian L-4H in Italy 1944/45" 9 pages including 3-view drawing & 5 pages of drawings of details.

CANADA

HIGH FLIGHT (Box 393, Stittsville, Ontario K0A 3G0; 6 issue for C\$ 15.00).

Nothing received since 3/4

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US\$ 12.00 in US \$13.00 elsewhere).

Nothing received since 17/2

CZECHOSLOVAKIA

LETECTVI + KOSMONAUTIKA (Best obtained by exchange with a friend in Czechoslovakia).

10/85 (44 pages) "Shield for Peace and Socialism" 5 pages including 10 photos [Czech Frogfoot (color), Mi-24, MiG-27 & Hungarian An-26]. "Soviet Aircraft in CSA Service: Part 1" 2 pages with 3 photos & 3 3-view drawings. "Fairey Barracuda Mk.V" one page including 2 photos, 3-view drawing & color side-view drawing. "Modeling S-328: Part 1" 2 pages with 4 photos. "Tupolev Tu-104: Part 2" 3 pages with 7 photos. "Hughes D-2" 1/2 pages with 2 photos. Photo: Swiss Klemm 35D 'HB-UBK'. Color side-view drawings: Il-2M-82, Fl-282B, Ca-309 Ghibil, & Potez 567.

11/85 (44 pages) "Wings never Subjugated - Escape of Czechoslovak Airmen during WWII: Part 1" 3 pages with 4 photos. "Soviet Aircraft over Spain: Part 1" 2 pages with 6 photos and 2 3-view drawings. "Soviet Aircraft in CSA Service: Part 2" 2 pages of tables & 10 photos. "Modeling the S-328: Part 2" 2 pages with 6 photos & drawings of interior detail. "Naval N3N" one page with 2 photos and 3-view drawing. "Tupolev Tu-104: Part 3" 3 pages with 5 photos and 3-view drawing. "RTAF-5" 1/2 page with one photo and 3-view drawing of Thai version of the OV-10 with a single engine. "Willoughby Delta 8" 1/2 page with 2 photos and 3-view drawing.

12/85 (44 pages) "Wings never Subjugated: Part 2" 2 pages with 5 photos. "Soviet Aircraft over Spain: Part 2" 2 pages with one photo and 2 3-view-drawings. "Modeling the S-328: Part 3" one page with 2 photos. "Modeling the Magister: Part 1" one page with one photo and 3 side-view drawings. "Messerschmitt Bf 110G" one page with 2 photos and 3-view drawing. "Nieuport 11-IV" 5 pages including 10 photos, 3-view drawing & a page of color drawings of Russian Nieuport IVG. "ATAC Predator" 1/2 with one photo a 3-view drawing. "Breda-Pittoni BP-471" 1/2 page with one photo and 3-view drawing.

13/85 (44 pages) "Wings never Subjugated: Part 3" 2 pages with 3 photos and table of aircraft used in escapes from 16.03.39 to 29.06.44. "GST" One page with one photo and 3-view drawing of Soviet PBV. "Modeling the Magister: Part 2" 4 pages with 2 photos, full-page 4-view drawing, full-page color drawing of Magister flown by Czech pilots, & table of Magisters used in Czech units. "Avro Canada CF-100: Part 1" 3 pages with 7 photos and cut-away drawing. "Ric-Jet 4" 1/2 page with 3 photos.

14/85 (44 pages) "Wings never Subjugated: Part 4" 3 pages with table of aircraft used in escapes from 30.08.44 to 25.10.44 (61 a/c in all). "Modeling the Magister: Part 3" 2 pages including 3 photos and drawings of interior. "DeH Mosquito PR.XVI" one page with 2 photos and 3-view drawing. "Avro Canada CF-100: Part 2" 5 pages including 10 photos, 3-view drawing, and 6 color side-view drawings. "Kwangsai Typ 5" 1/2 page with one photo and 3-view drawing. Photos: Czech Mi-24 & MiG-27.

15/85 (44 pages) "Macchi MC-200 Saeta" one page with one photo, 3-view drawing & color side-view drawing. "Modeling the Magister: Part 4" 2 pages including 3 photos and drawings of details. "Wienoziers" 3 pages with 7 photos and 3-view drawings. "Breguet 470T Fulgur" 1/2 page with one photo and 3-view drawing. Color side-view drawings: GST, Mosquito PR.XVI, N3N-1, & Bf-110G.

16/85 (44 pages) "Yokosuka K5Y" one page with 2 photos and 3-view drawing. "Modeling the Dewoitine D-510TH" 2 pages with 2 photos (Turkish) and 3 side-view drawings (one Turkish & 2 Spanish). "Benes-Mraz Be-550 Bibi: Part 1" 3 pages with 6 photos and 3-view drawing. "Nord 1110" 1/2 page with 3 photos and 3-view drawing.

SOUTH AFRICA

AFRICAN AIR REVIEW (Aviation Society of Africa, PO Box 1413, Albion 1450; 4 issues US\$ 12.00).

10-12 84 (20 pages) "The Shackleton Retires" 3 pages including one photo '1717'. Photos: Cape Verde Air Force Antonov An-28 'FA-C01'.

10-12 85 (20 pages) News: Angola (list of recent combat losses & list of 18 Islanders), Venda (BK-117 is VDF-010), and Zimbabwe (AB-212 purchased).

SWITZERLAND

VIRUS PLASTICUS (IPMS Switzerland, c/o Mathias Weichelt, Zelgstrass 27, 3027 Bern; 4 issues for Sfr 24).

3/85 (46 pages) "Le Mirage (7)" 5 pages describing Swiss Mirage in New Mexico with 2 photos. "Aerospatiale Ecureuil" 2 pages with drawing of 'HB-XMA'. "Swiss Fokker CV" 2 pages consisting of 4 photos.

USA

WWI AERO (Leonard Opdycke, 15 Crescent Rd., Poughkeepsie, NY 12601; 5 issues \$ 20.00; tax deductible).

12/85 (98 pages) "German D-VII Markings" 13 pages including 9 pages of drawings. "Spads VII & VIII" 33 pages. "Cockpits/Instruments" 8 pages. "Frontend: Effective front-line Strength" 7 pages. "SE.Sa" 5 pages of drawings.

DIRTY PLASTIC (IPMS Phoenix, 509 W. Camino Dr., Phoenix, AZ 85021; 4 issues for \$6.00 USA or \$9.00 elsewhere).

Fall 85 (20 pages) "Dewoitine HD 780" one page consisting of 1/72-scale drawing. "The Art of Creative Modeling" 3- page discussion of "creating" models; PZL P-31 flying boat, Pitcairne XFP-1 & Aeromarine flying boat.

IPMS HAWAII (1650 Leha St., Honolulu, HI 96818; \$5.00 for mainlanders and \$6.00 for those overseas).

17 (12 pages) "The First Carrier Division" 12 pages on the Akagi and Kaga including 7 photos, 5 drawings of carrier decks, & six side-view drawings of aircraft (a Zero, Val, & Kate from each carrier).

PRI-FLY (IPMS Washington DC, c/o Carol Fleckenstrin, 1810 Michael Faraday Dr., Suite 101, Reston, VA 22090; 4 issues \$6.00 for US, \$7.00 all others).

57 12/85 (16 pages) "Imperial Japanese Navy Colors" one page with color chips & mixes based on research at the NASM. "The Open Cockpit" one page with drawings of Albatros D.Va & Bristol Bulldog.

WEAPONS AND WARFARE MONTHLY (218 Beech St., Bennington, VT 05201; 12 issues \$20.00 US, \$25.00 foreign). All articles will be listed to give a better idea of the content. As an introductory offer, one set of all 12 issues of 1985 are available from the SAFCH for \$10.00.

1/85 (52 pages) "The Gehlen Organization". "Fiery Storm of the Gods". "Armies Gone to the Dogs: Canine Troops - Key Warriors in Many Lands". "The US Air Service in World War One". "POW Leadership in North Viet Nam". "IAR 80.81" scale drawing. "Multiple Gun Carriage M15A1". "37 mm Gun M1A2 Combination Gun Mount M54". "Jaunal's Journal: Viet Nam". "America's Longest and Most Forgotten War". "Dutch and a Belgian Infantry, 1815". "USS Bayfield (APA-33)". "Service in Viet Nam Award". "Crazy Horse's War Methods Equal to Best". "Behind the Lines in France with the SAS".

2/85 (40 pages) "All because of a Man Names 'Dot'". "The Training of RAC Recruits". "The American Capture of Ft. Louisburg, Nova Scotia, 1744". "US World War One Aero Squadrons". "The Greatest Intelligence Coup?". "Dornier Do 217N-1" scale drawing. "A Stitch in Time".

3/85 (40 pages) "Hitler's Final Offensive". "Royal Corps of Artillery Officer: Kingdom of Sardinia, 1832". "Dornier Do 217P-0" scale drawing. "Touche!". "Up Again - Down Again: History Repeated when the US Army used

Balloons in Viet Nam". "M16 Halftracks in the Philippines". "From Castles to Prechambers". "General Quarters". "One Year and One Day".

4/85 (40 pages) "Project 'Tarentel'". "Hocklesworth .25 Pdr. Motor Howitzer Carriage" scale drawing. "The Blivete Bombing of Mokolbari". "Canadian Parachute Corps Badges". "HMS Hood" scale drawing. "Once a Marine ...". "The Mystery of the USS Dorado (SS-248)".

5/85 (40 pages) "Military Mobility: The Winning Formula". "Submarine Chronology of World War II" '36-Sep'39. "Marmon-Herrington Combat Tanks" scale drawing. "Close Air Support USAF Style". "POW/MIAS in Southeast Asia". "In the Philippines with Troop K, 11th Cavalry during the Insurrection". "The Great Air War Controversy". "44th Indian Airborne Division OB".

6/85 (40 pages) "Norwegian Bayonet Model 1912". Submarine Chronology of World War II" Sep'39-Nov'39. "The Saga of the PT Boat" scale drawing. "A Viet Nam Journal". "Focke-Wulf FW 187V1" scale drawing. "Combat Aviation Battalions in Europe". "le FH 18/3 (Sf) B 2 (f)".

7/85 (40 pages) "The Landing of Tanks on Akyab Island". "T-54" scale drawing. "The 53rd Troop Carrier Wing". "Glimpses of Ivan, The Russian". "USS Decatur (DDG-31)". "Battle of Bagsak: Philippines, 11-16 June 1913". "Jeremiah Denton: POW Hero".

8/85 (40 pages) "Submarine Chronology of world War II" Dec'39-May'40. "Anti-Axis Novelties". "B-36 'Believe-It-or-Not'". "Sailors in Field Grey". "Anti-Tank Artillery of the Red Army". "Painting Details for Modern US Army AFVs". "Jaunal's Journal: Viet Nam". "The 10th US Cavalry Regiment".

9/85 (40 pages) "Boer War Diary". "Callaghan (DDG-994)". "Northrop XP-56-1-NO" scale drawings. "The Seasick Stoker". "Propaganda 1782 Style". "Howitzers against Soviet Tanks". "Jaunal's Journal: Viet Nam". "The Representation of Aircraft on Trading Cards". "Submarine Chronology of World War II" Jun'40-Oct'40. "A Selected Bibliography of Rommel in North Africa". "RAF P-51D Camouflage & Markings Scheme".

10/85 (40 pages) "US Army Armored Elements in I Corps: Republic of Viet Nam, 1967-68". "82nd Infantry Division in World War One". "Northrop XP-56-2-NO" scale drawing. "Submarine Chronology of World War II" Jun'40. "Tiger I" "The Dorchester's Four Chaplains Died Nobly Together". "War Letters". "Darned Clever, these Chinese ... and Confounding". "The Polish Winged Hussars". "The Battle of Dansville, New York".

11/85 (40 pages) "M107 175 mm Self-Propelled Gun and M108 in. Self-Propelled Howitzer". "Getting the Job Done". "Jaunal's Journal: Viet Nam". "Petlyakov Pe-8 (TB-7)" scale drawing. "The Loss of the USS Peary (DD-226)". "Missile Miscellany: Some AIMS and AGMs in Current Use" drawings. "Survey of American Civil War Artillery Literature". "World War Two Air Spy". "The Symbol of American Armor". "Basic US Armor-Defeating Tank Gun Ammunition".

12/85 (40 pages) "US Navy Breast Insignia". "Kawasaki Ki.88" scale drawing. "Christmas on Bougainville". "Jaunal's Journal: Viet Nam". "Fort Laramie". "Christmas Dinners in World War I and World War II". "7.5 cm Leichtes Infanteriegeschuetz 18". "6.SS Mountain Division 'nord' in the Alsace, January-March 1945". "USS LST 312". "Artillery at the Marine Corps Museum".

"I have the following kits from Eastern Europe that I would like to sell:

"Smer: 1/40 Fiat CR-42 & Spad VII (2); 1/50 Macchi MC.200, Caproni Reggiane RE.2000 & Avia BH-11; 1/72 Dewoitine 500/501. Blanik: 1/48 LET 13 (4). VEB: 1/75 Antonov An-2 (with Polish Profile magazine). Vacuform: 1/72 Jak-15. Mikro: 1/72 Jak-1M, LWS Czaplak & PZL-37. KP: 1/72 Avia C-2, Avia B-534 & Avia B-21 (2). VEB: 1/100 Mi-2 (2) & Mi-8.

"All of the above are \$10.00 each Post Paid in the USA."

Wayne Denny (SAFCH #422), 5113 Gaviota Ave., Long Beach, CA 90807

Early Swiss Aircraft for South America

PART I: WILD 43 and X in COLUMBIA

The following article first appeared in the book *Die Flugzeuge von Alfred Comte* by R. Eichenberger and it is reprinted here with the kind permission of the author. It is hoped that further details will be revealed by SAFCH members.

WILD 43

Prior to the outbreak of WWI, Ing. Robert Wild worked as a designer at the Aviatik AG in Habsheim-Muhlhausen. In 1915, he designed a biplane trainer which were to be the first military airplanes of Swiss-design to enter series production. In 1923, Wild contracted with Alfred Comte, who had just started manufacturing aircraft, for the production of three Wild trainers for China. Between 1925 and 1926, Alfred Comte built three additional Wild trainers, this time for the Colombian Air Force.

The first Wild training plane had reached Columbia in 1924 when it arrived at Puerto Columbia on the foredeck of a Dutch cargo ship. Aboard this same ship was the first Swiss military delegation to Columbia which included Captain H. Phillychody, Instructor and Chief Pilot. In Puerto Columbia, the Wild trainer was loaded aboard a paddle-wheel steamer and carried up the Magdalena River to Girardot from where it was transported by rail to its final destination at Bogota. There Captain Phillychody and Chief Mechanic Rubin assembled the plane and made some attempts to fly it. However, it was immediately obvious that the performance of the aircraft at such high altitudes (Factavia airfield is situated 2750 m above sea level) was insufficient for safe flight. Therefore, Captain Phillychody wrote to Ing. Wild asking him to send a larger pair of wings and to modify the three aircraft being designed for Columbia. In January 1927, the three new Wild 43 (Phillychody names them W1) arrived in Columbia. These planes were little changed from the Wild trainer of 1915. The span was increased, the rudder and fin were of a new, triangular shape, and the original engine was replaced by a 185 hp Hispano-Suiza. These modifications greatly improved the performance and the plane now was able to reach a top ceiling of 6000 m fully loaded.

The three Wild trainers had construction numbers 1, 2, & 3, and received the Colombian serials 12, 13, & 14. The first aircraft with a 150 hp engine became number 11.

On 8 February 1928, Phillychody and Rubin flew number 12 to 5050 m altitude in 40 minutes. Unfortunately, only a few days later the same plane was destroyed in a crash caused by a handling mistake. The remaining planes were fully successful as testified by none other than Charles A. Lindbergh who wrote the following note to Phillychody after flying number 13:

"I wish to express my appreciation for your great assistance during my visit to Bogota and also for the flight in your plane which impressed me with its flying characteristics at this altitude."

That judgement was surely a great acknowledgement for both Ing. Wild and Alfred Comte.

Unfortunately, no data or performance figures have survived, so it is impossible to construct any drawings of this aircraft.

(Editor's note: The book *Aircraft of the Swiss Air Force since 1914* by Jakob Urech has data and drawings for a series of Wild trainers differing mainly in the shape of the rudder. The span of all member of this series was 12.00 m. However, until we have some idea of the span of the Colombian aircraft, no attempt can be made to create scale drawings for this aircraft.)

WILD X

Thanks to the excellent performance and marvelous handling characteristics of the Wild 43 (W1) the Colombian government ordered eight Wild X bomber-reconnaissance planes in the spring of 1927. Working with the company of Alfred Comte, Ing. Wild developed the Wild X especially for airfields situated at high altitudes. (Columbia lies partially on a plateau of the Cordilleras 2500-2800 above sea level.) Ing. Wild designed the fuselage and undercarriage, while the Alfred Comte company was responsible for the wings, tailplane, and engine mountings. The eight Wild Xs received the construction numbers 5-12.

The Wild X was a two-seat biplane of mixed construction with fabric covering. The 420 hp nine-cylinder radial engine was mounted on a welded steel-tube frame. A fuel tank mounted between the firewall and the cockpit had a capacity of 400 liters. The wings had a sweepback of 2 degrees and 43 minutes. The fabric covered wings were built of wood with welded steel-tube ailerons. The tailplane was also of welded steel-tube construction with fabric covering. The wheels were sprung with elastic shock cord and the wheel track was 2.0 m.

Armament consisted of a single fixed machine gun for the pilot and two machine guns on a rotating gun mounting ring in the observer's cockpit. The observer had a radio. Between the fuel tank and the pilot's cockpit was a small bomb bay for two 25 kg bombs.

The Wild X made its maiden flight on 25 November 1927 at Dubendorf, near Zurich. After extensive evaluation, the rudder, elevators, and ailerons were enlarged and the rudder fitted with an aerodynamic balance.

The last of the three planes was completed in May 1928 and they were dismantled and crated for delivery by rail and ship to Columbia. Nothing is known of the service in Columbia. Neither the Ambassade de Colombie nor the Fuerza Aerea Colombiana were able to provide any information.

(Editor's note: John Andrade's *Latin-American Military Aviation* gives the following information on the Wild aircraft in Columbia: "Another flying school was formed at Madrid, in Cundinamarca province in 1925 with three Wild WT biplane trainers obtained from Switzerland." and "Four Swiss-built Wild X observation aircraft (serialled 43 to 46) were in service; the Wild X would be struck off charge in 1933, two years after the earlier WT trainers.")

Technical Data and Performance for the Wild X

Engine:	420 hp Gnome et Rhone "Jupiter"
Span upperwing	13.60 m
lowerwing	12.60 m
Length	8.30 m
Height	3.20 m
Wing area	47.20 m ²

Empty weight	1265	kg
Useful load	585	kg
Gross weight	1850	kg

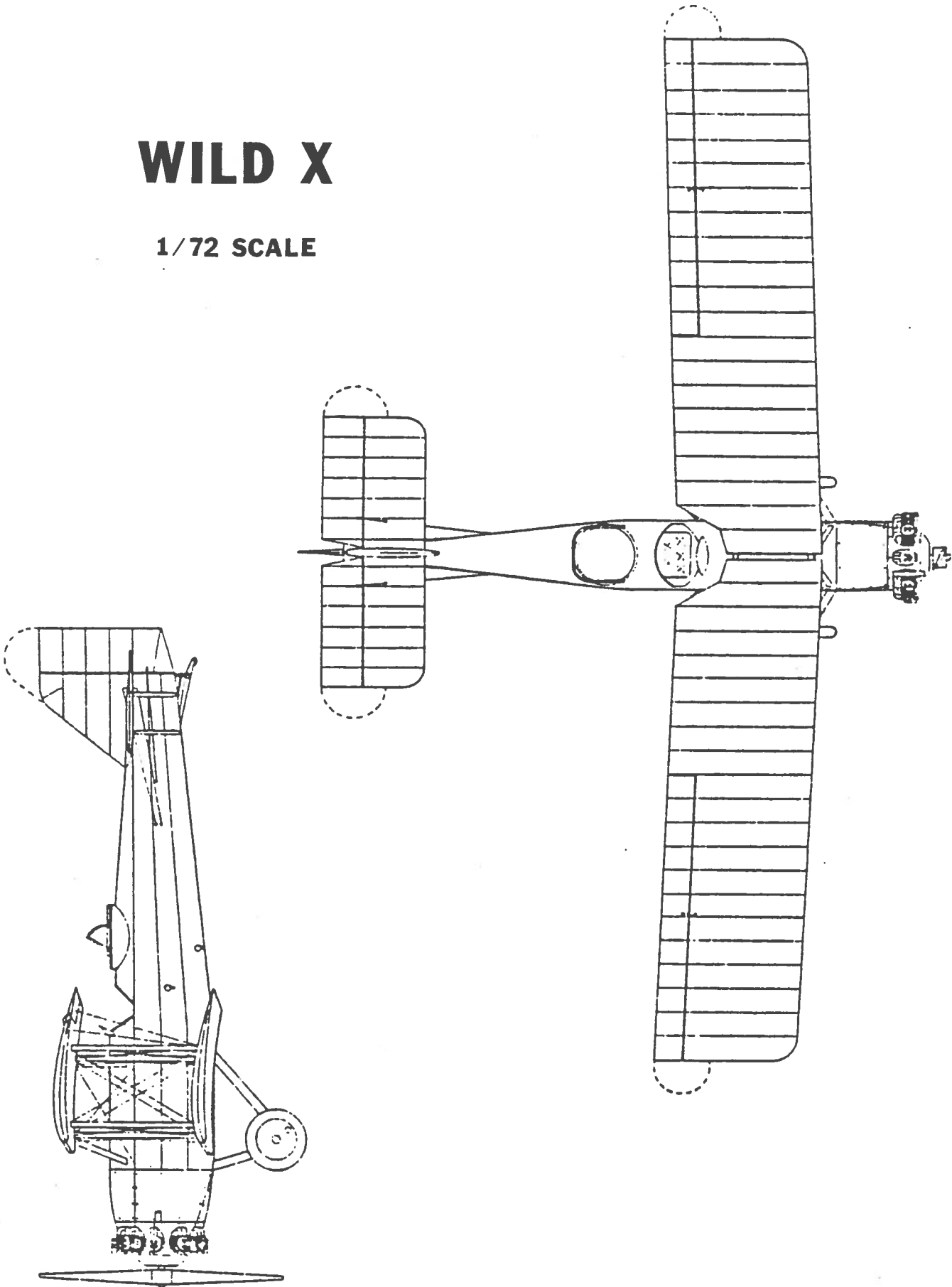
Max speed	190	km/h
Cruising speed	170	km/h
Stalling speed	75	km/h

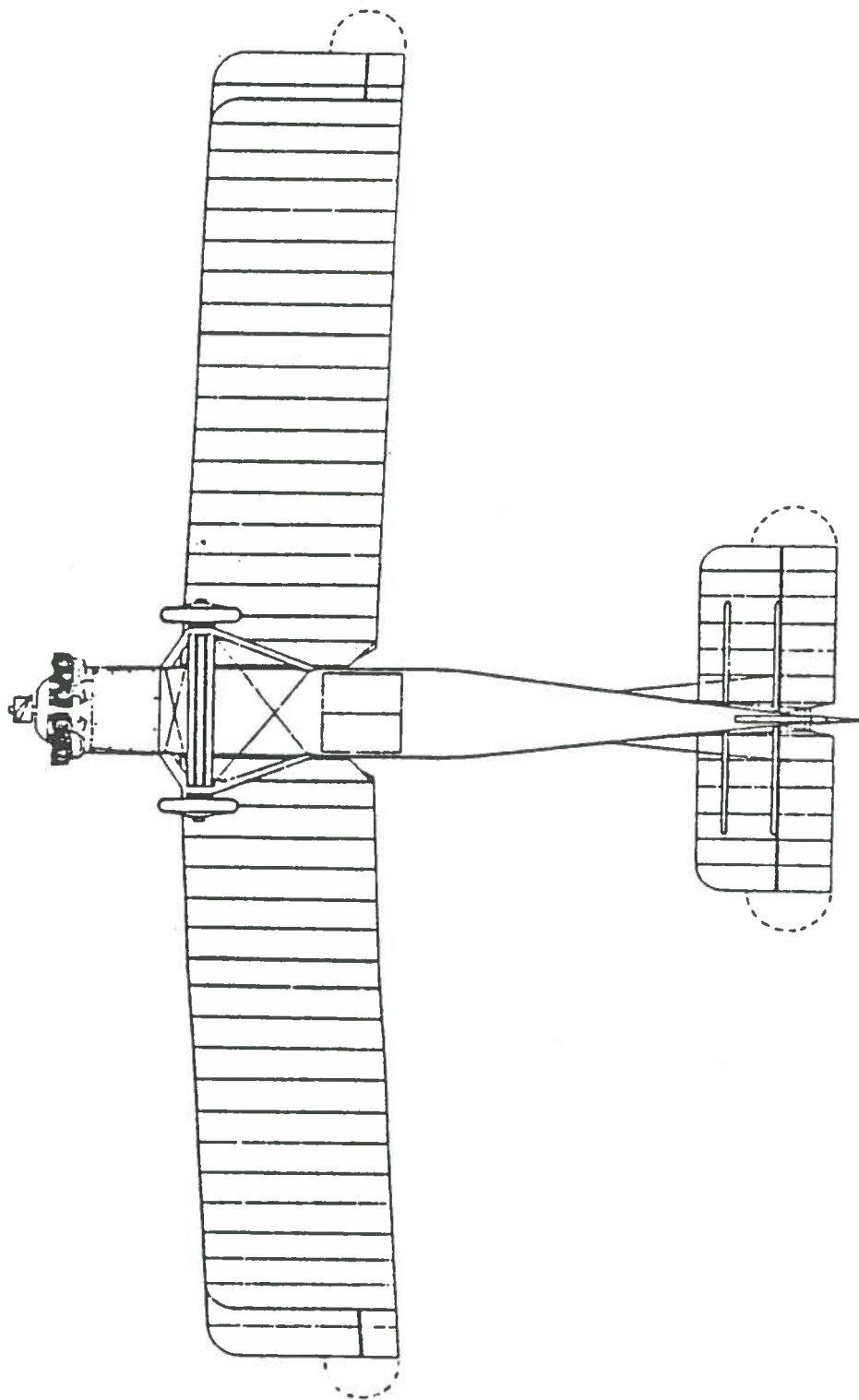
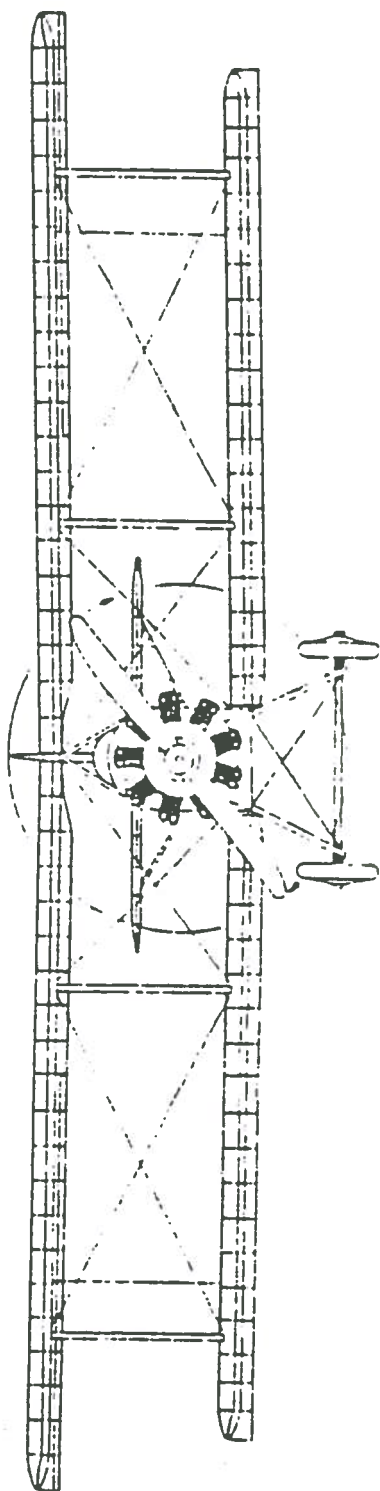
Time to climb to 1000 m	3.5	min
3000 m	12	min
5000 m	26	min

Ceiling	6000	m
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WILD X

1/72 SCALE





Early Swiss Aircraft for South America

PART 2: COMTE AC-3 for BOLIVIA

COMTE AC-3

The Comte AC-3 is the largest landplane ever built in Switzerland by a Swiss company. This bomber-transport plane was especially built for the Bolivian Air Force under an order for three planes arranged by Ph. Vacano, an instructor working for Major Haberli, Commander in Chief of the Bolivian Air Force.

The AC-3 was a shoulder-wing monoplane of strut-braced construction, powered by two 600-hp Hispano-Suiza twelve-cylinder inline engines mounted above the fuselage. The fuselage was of welded steel-tube frame construction with fabric covering. The twin-spar wooden wing was also fabric covered. The tail plane was of mixed construction of steel-tube and wood with fabric covering. The undercarriage was of the divided-axle type and had oleo-pneumatic shock absorbers and was fitted with "Palmer" wheels of 150 cm diameter.

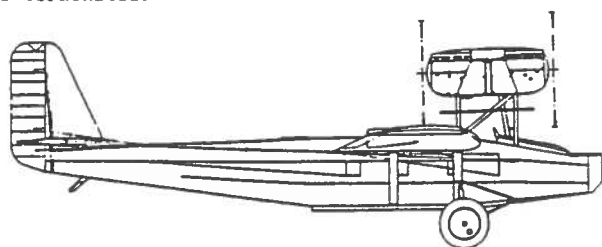
The flight deck seated two pilots abreast in line with the leading edge of the wing. In the extreme nose was the front gunner's turret while two additional gunner compartments were behind the wing above and below the fuselage. These gun positions were connected by walkways. Between the rear gun compartments and the flight deck was a cargo compartment measuring 4.5 m by 1.4 m by 1.8 m. A trap door was mounted in the floor of the cargo compartment making the loading and unloading of bulky cargo very simple. Bomb racks could also be mounted in the cargo compartment. Two fuel tanks in the wing has a capacity of 1000 liters each and were fitted with a fuel jettison system.

The only AC-3 built, construction number 27, was given Swiss registration CH-300 for its maiden flight on 22 February 1930. Flight tests demonstrated that the two wooden two-bladed "Astra" propellers (a tractor and a pusher) did not produce the expected power, so the reduction gear proposed by Ing. Fierz at the beginning of the project but not adopted for financial reason was installed and were new four-bladed wooden "Schwarz" propellers. Redesign was also required in the tail area, because the rudder horn balance wasn't satisfactory. The fin area was increased and the rudder was fitted with a built-in balance.

Further flight tests showed that the required performance figures were all attained or surpassed, with the lone exception of the ceiling attained on one engine. During the evaluation flights, Captain Nyffenegger took the AC-3 up to 7500 m while Mittelholzer, the famous pioneer in aerial photographs, too aerial photographs.

Because of reasons unrelated to the merits of the aircraft (political changes in Bolivia, delayed completion, etc.) the AC-3 was never delivered to Bolivia. Although the construction time was exceeded, the performance of the Swiss aircraft industry and of Chief Ing. Fierz and his co-workers can be considered to be fully successful. (Translator's note: Chief Ing. Fierz later became famous for designing the Pilatus P-2 and P-3 from which evolved the Pilatus Turbo-Porter and Turbo-trainer.)

After standing around the hangers at Dubendorf airfield for a number of years, AC-3 number 27 was eventually scrapped. The other two aircraft ordered, numbers 28 and 29, were almost complete when construction was terminated.



Technical Data and Performance of the AC-3 (after modifications)

Engines: two 600-hp Hispano-Suiza 12 lb with 4-bladed "Schwarz" propellers

Span	26.00 m
Length	18.00 m
Height	6.00 m
Wing area	93.20 m ²
Empty weight	3975 kg
Useful load	2750 kg
Gross weight	6725 kg

Max speed at 6135 kg at sea level 199 km/h

Time to climb at 4807 kg to 1000 m	3.5 min
2000 m	7.5 min
3000 m	12 min
4000 m	17 min
5000 m	24 min

Ceiling at 60000 kg 5900 m

Additions by the Translator

1. The exact ordering date of the eight Wild X is 22 December 1926. (Source: Note in the Sw. Foreign Dep. archive via Lennart Andersson; the source calls them Wild W3.)

2. At the beginning of the Leticia conflict between Columbia and Peru (1932-33) only three Wild X were still in flyable condition, and a report of the envoy of the USA in Columbia, J. Caffery, lists under liaison aircraft 6 Wild planes. (Source: an article in "Luftfahrt International" 2/82.)

3. In 1975 the "Revista Aerea Latinoamericana" published an article about the history of aviation in Columbia which stated that in 1927 the famous Columbian pilot, Camillo Daza, tried to fly a Swiss plane from New York to Bogota, but because of engine failure he had to make an emergency landing in Virginia. This could have been one of the Wild planes. (Source: H. Thiele, co-author of the above mentioned article in "Luftfahrt International".)

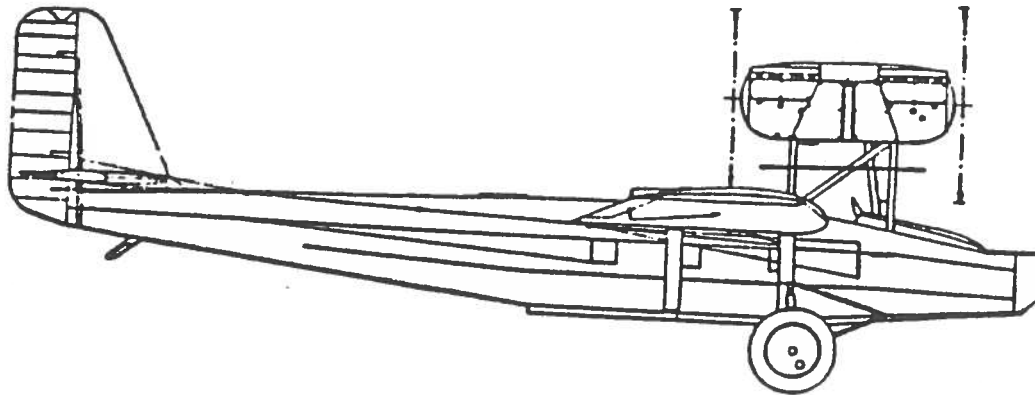
4. The Wild planes that went to China apparently were not given construction numbers.

The book *Die Flugzeuge von Alfred Comte* (74pp; 20.8 by 29.6 cm; over 80 b&w photos; 8 5-view drawings) describes all the planes designed by the Comte aircraft works. It is still available from the author: Roland Elchenberger, Feldrainstrasse 19, 3097 Liebefeld, Switzerland. Price (including p&p) USA airmail SFr. 31.00, USA surface mail SFr. 23.50. The contains additional photos of the Wild 43, X, and Comte AC-3.

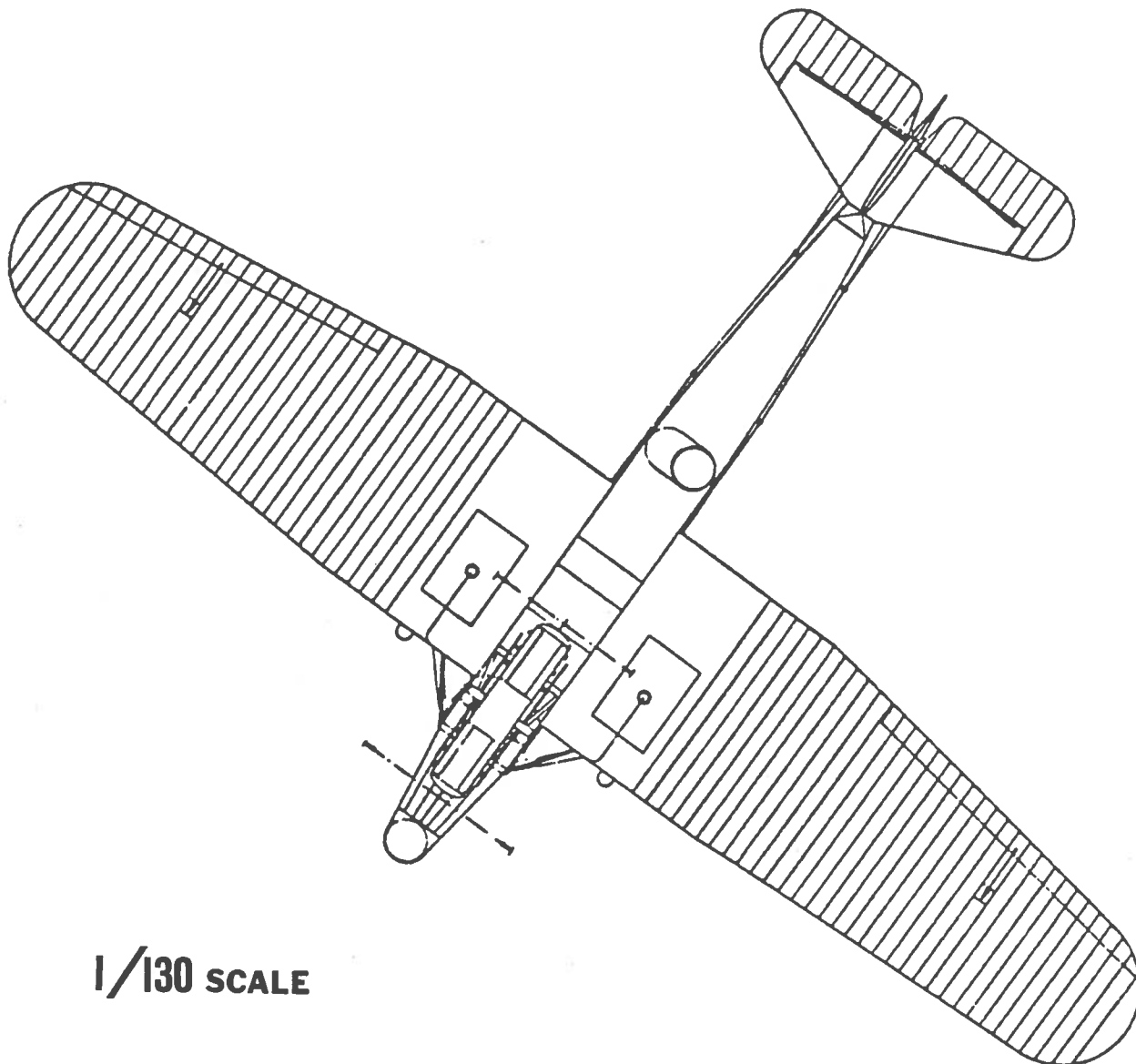
Although this story is pretty sketchy, it contains all the information available in Switzerland about these aircraft. This material is reprinted here in the hope that some SAFCH members will

find additional information or photos in their files. Any little bit of information about these little known planes would be much appreciated. It would also be interesting to hear more about those planes that went to China (D.Y. Louie, where are you?)

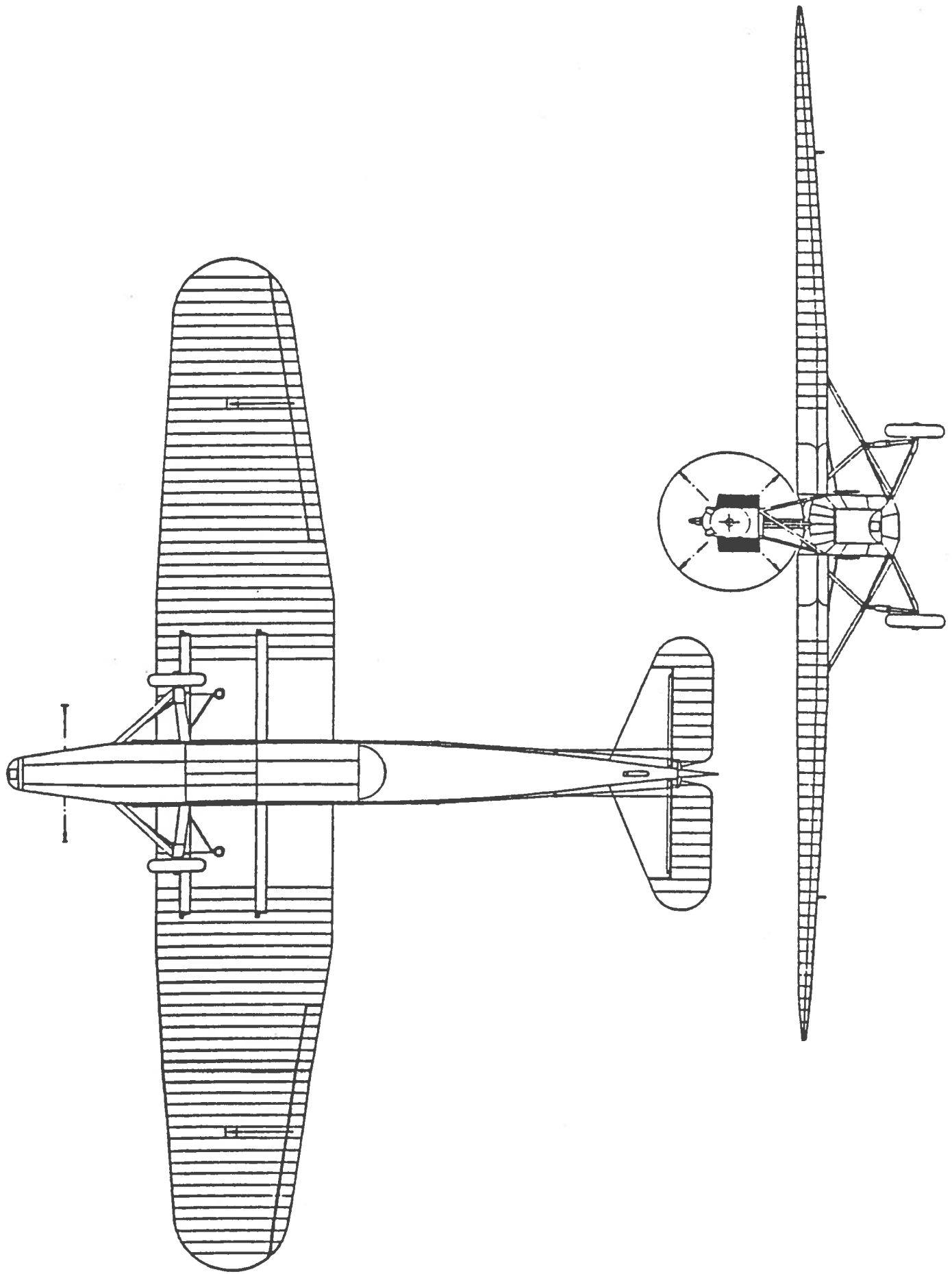
Roger Eberle (SAFCH #358), Kirchweg 43, 8102 Oberengstringen, SWITZERLAND



COMTE AC-3

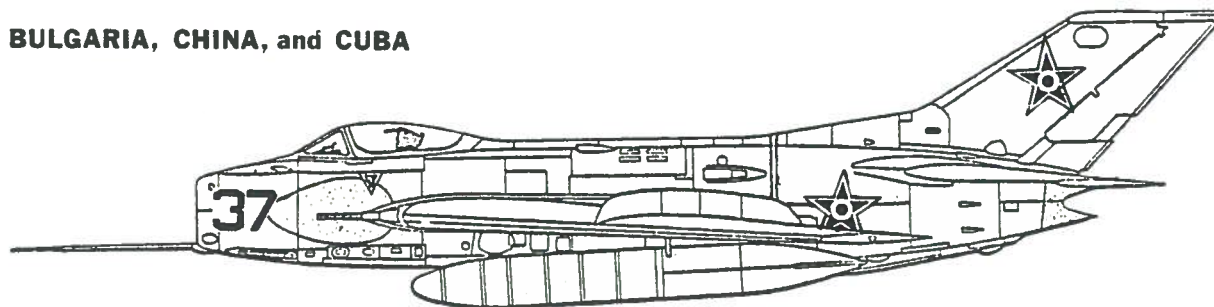


1/130 SCALE

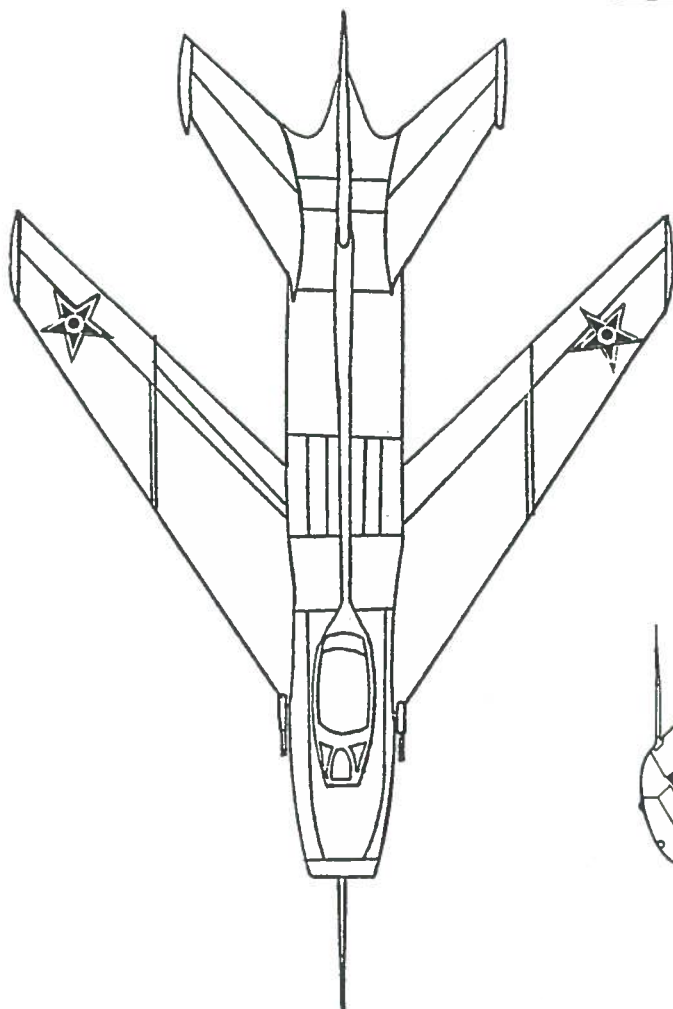


MiG Mania

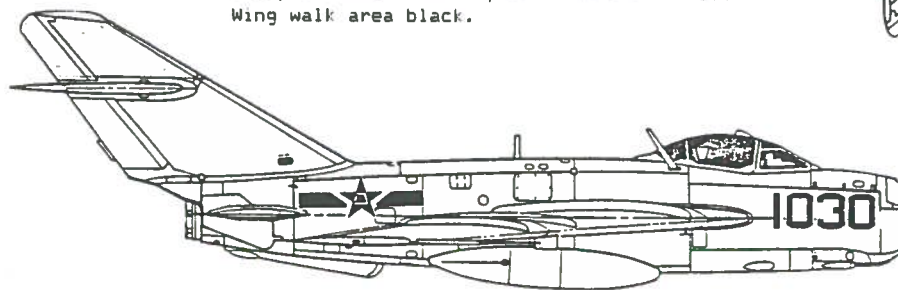
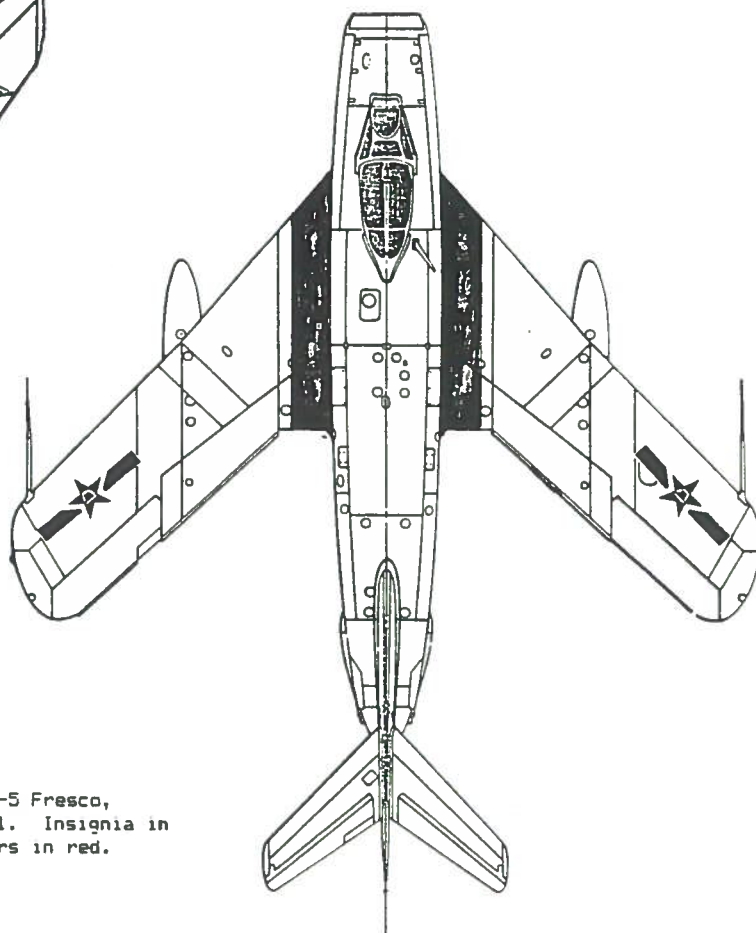
PART 2: BULGARIA, CHINA, and CUBA

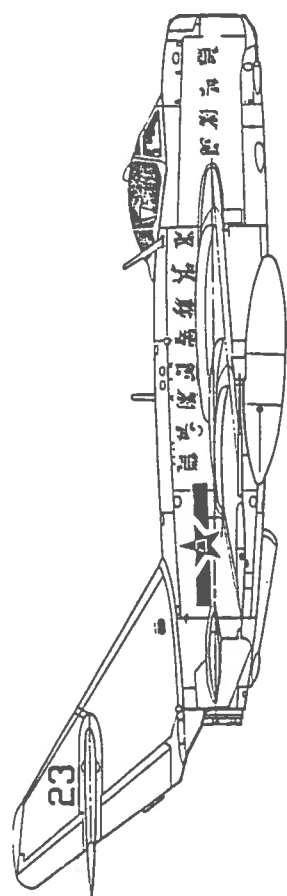
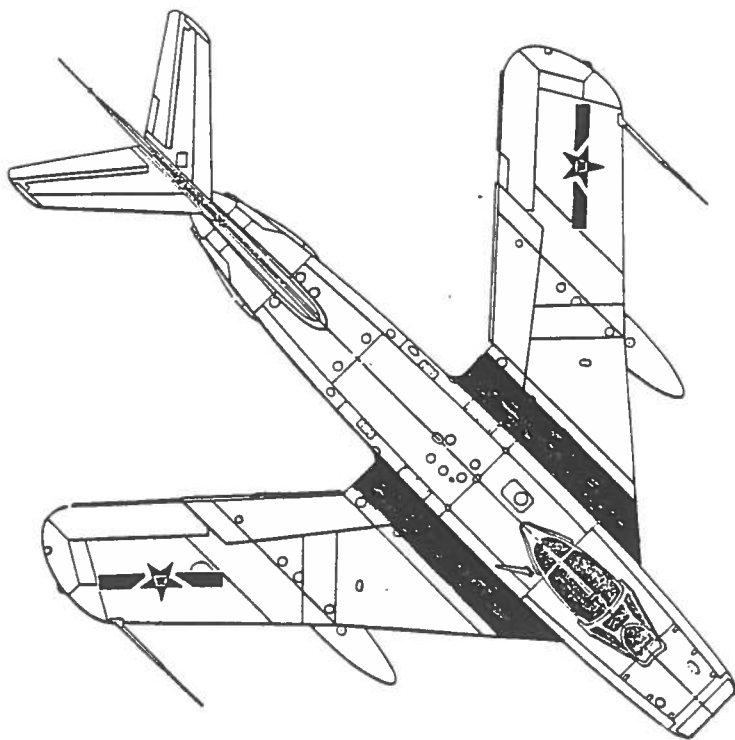


19. Bulgarian Air Force, MiG-19 Farmer, 1971. Aircraft bare metal overall. Insignia in six positions and on fin. Numbers in black.

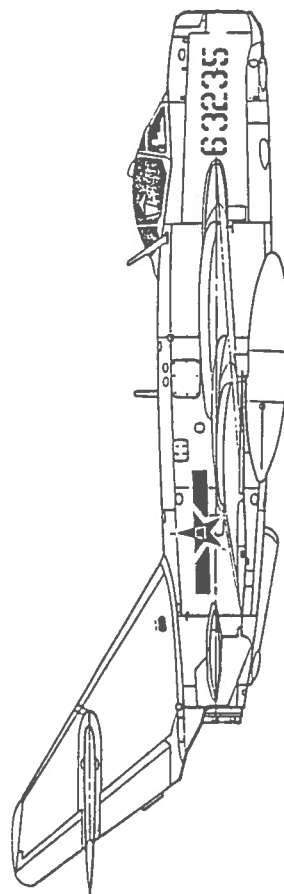
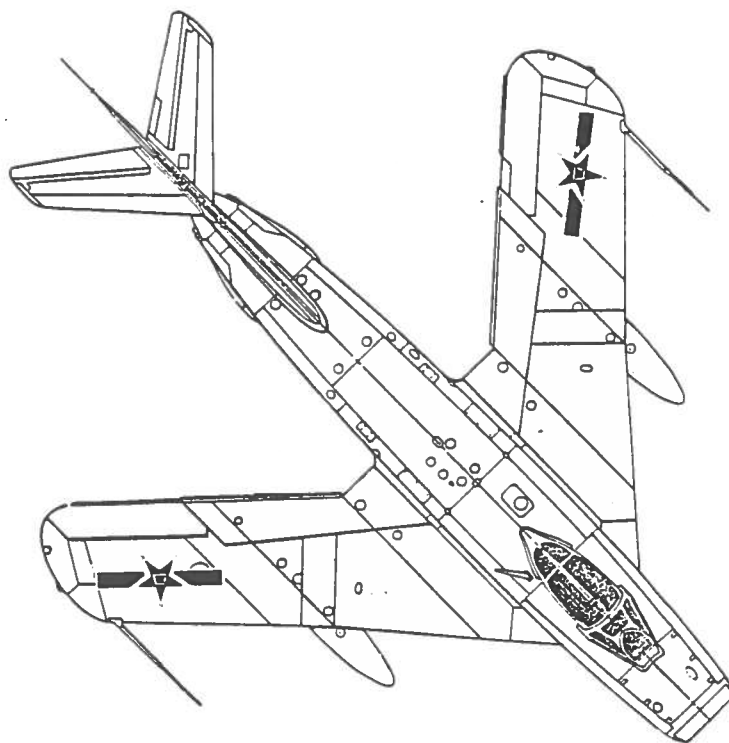
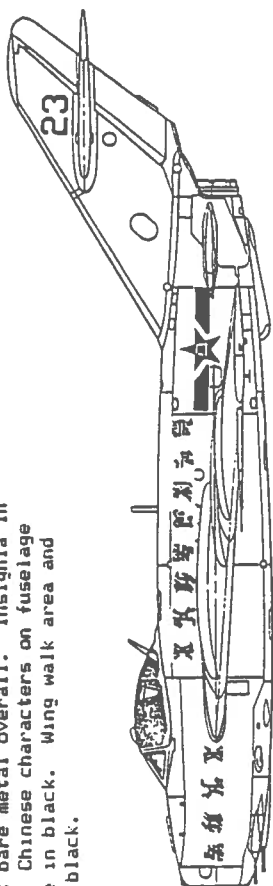


20. Chinese Air Force, Shenyang F-5 Fresco, 1965. Aircraft bare metal overall. Insignia in six positions. Fin tip and numbers in red. Wing walk area black.

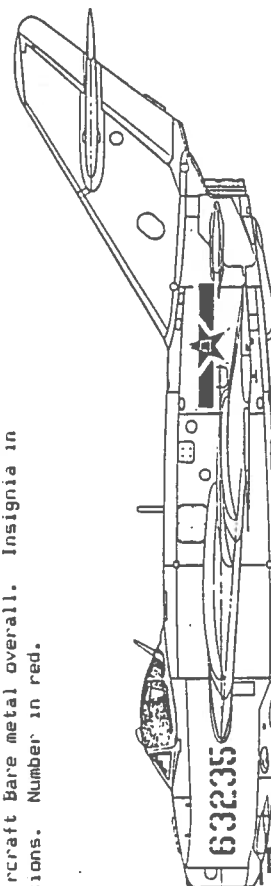




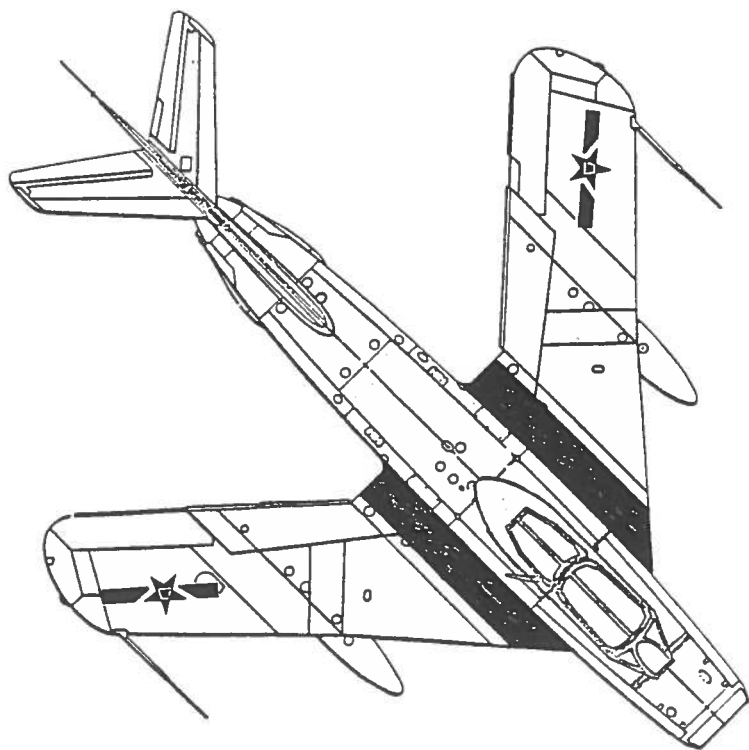
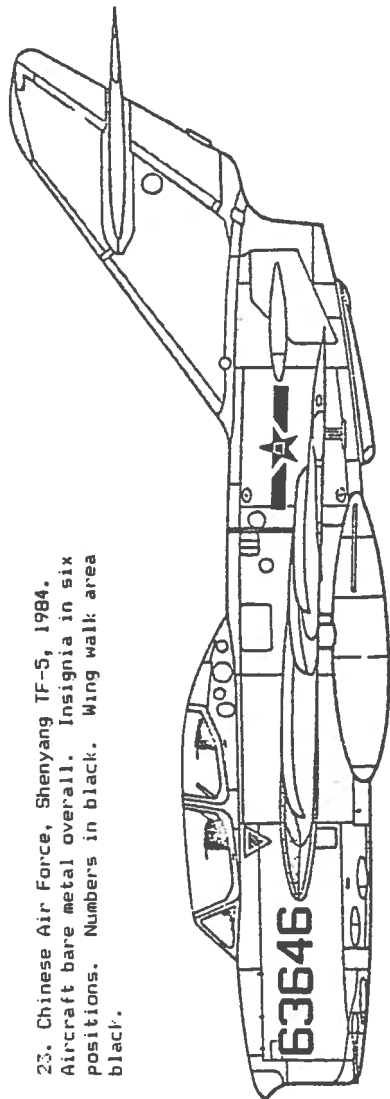
21. Chinese Air Force, Shenyang F-5 Fresco, 1970. Aircraft bare metal overall. Insignia in six positions. Chinese characters on fuselage in red, on nose in black. Wing walk area and tail number in black.



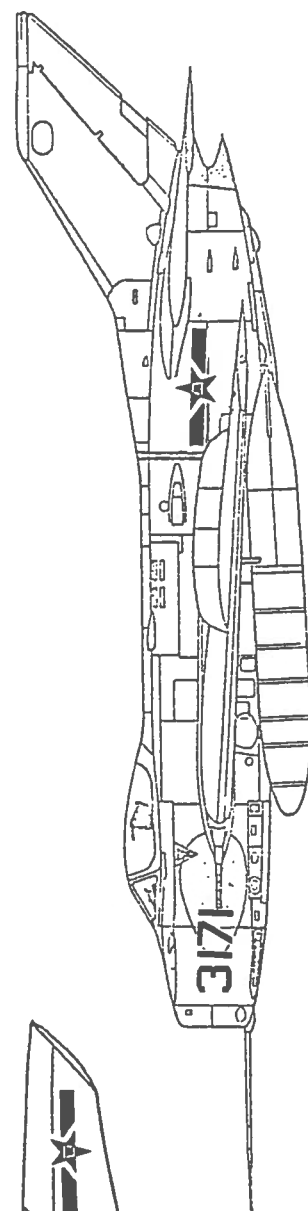
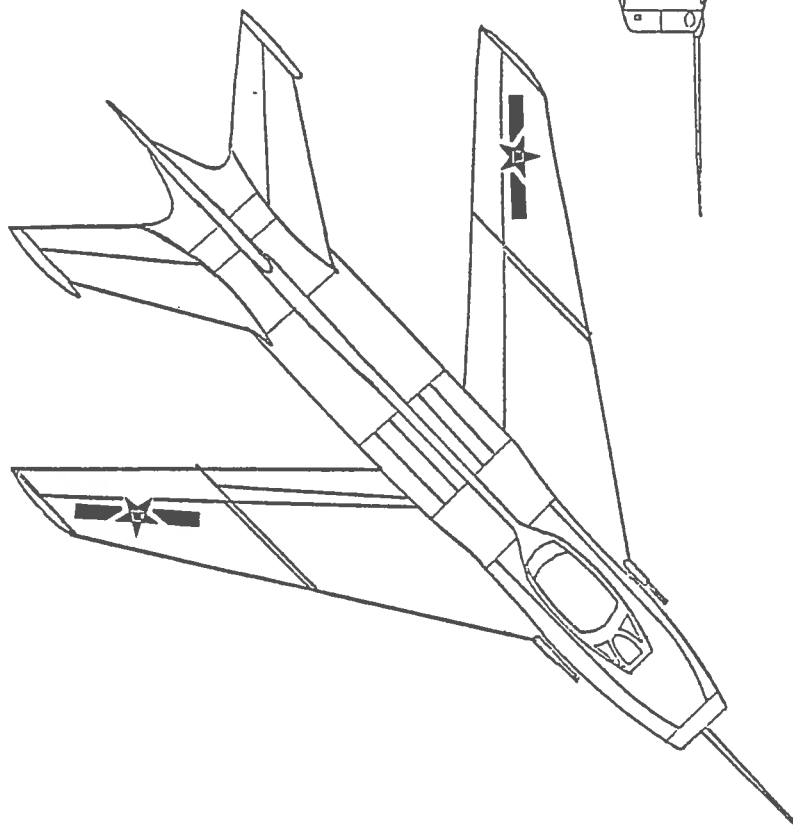
22. Chinese Air Force, Shenyang F-5 Fresco, 1982. Aircraft bare metal overall. Insignia in six positions. Number in red.

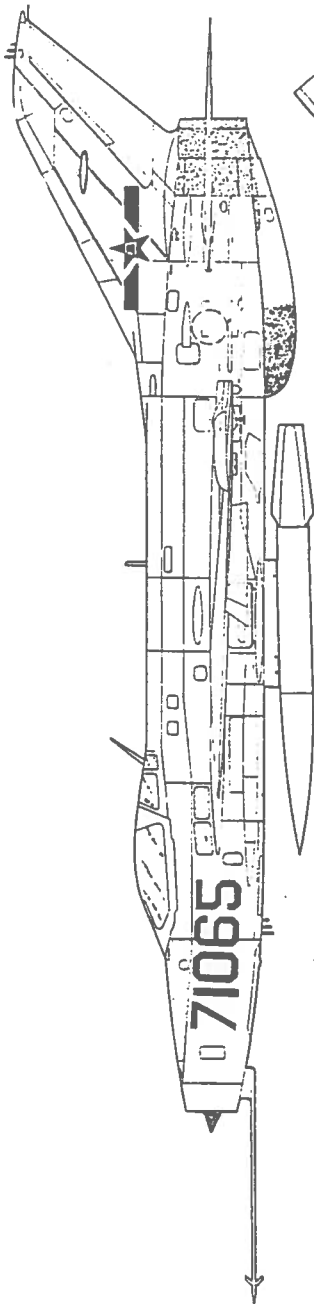


23. Chinese Air Force, Shenyang TF-5, 1984. Aircraft bare metal overall. Insignia in six positions. Numbers in black. Wing walk area black.

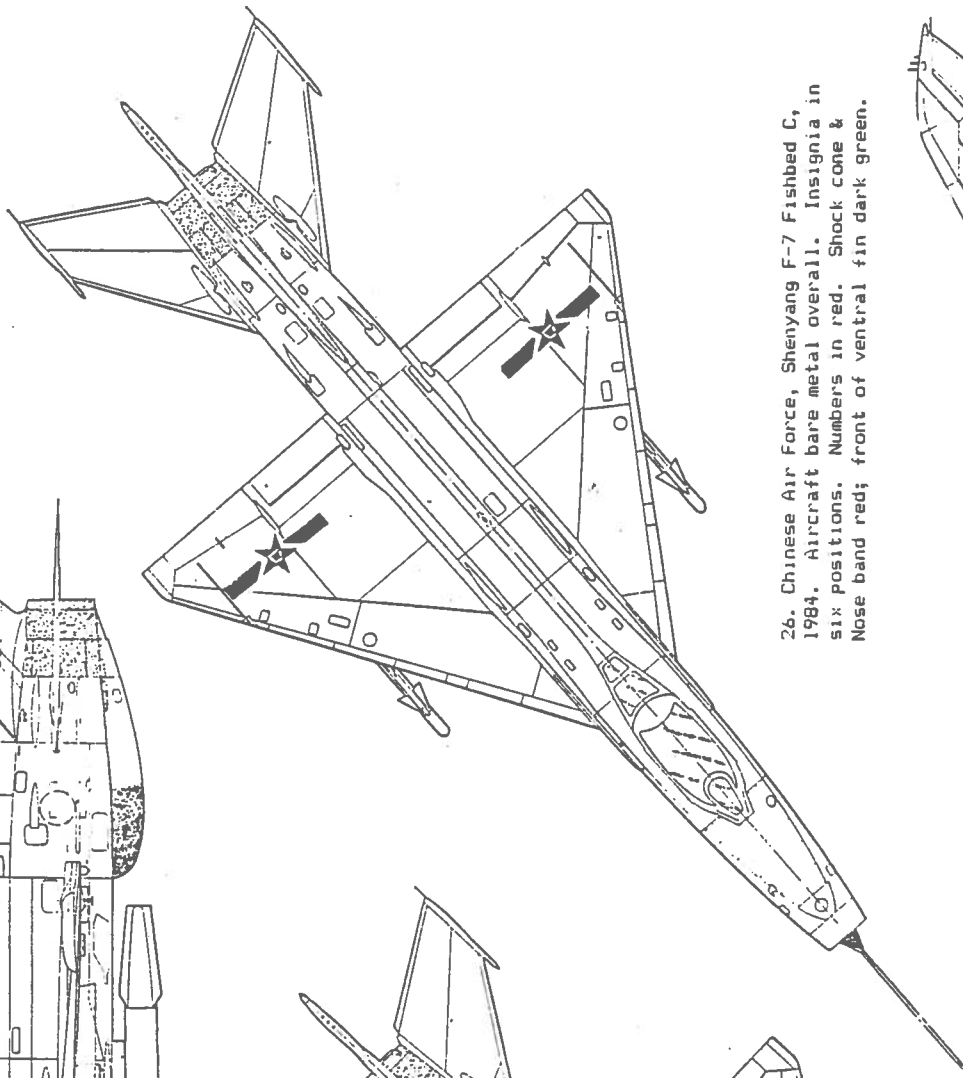


24. Chinese Air Force, Shenyang F-6 Farmer, 1983. Aircraft bare metal overall. Insignia in six positions. Numbers in red.

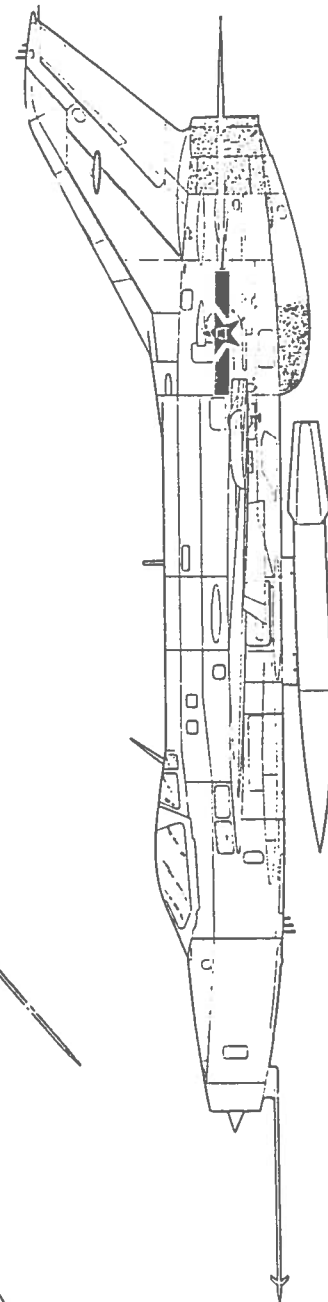
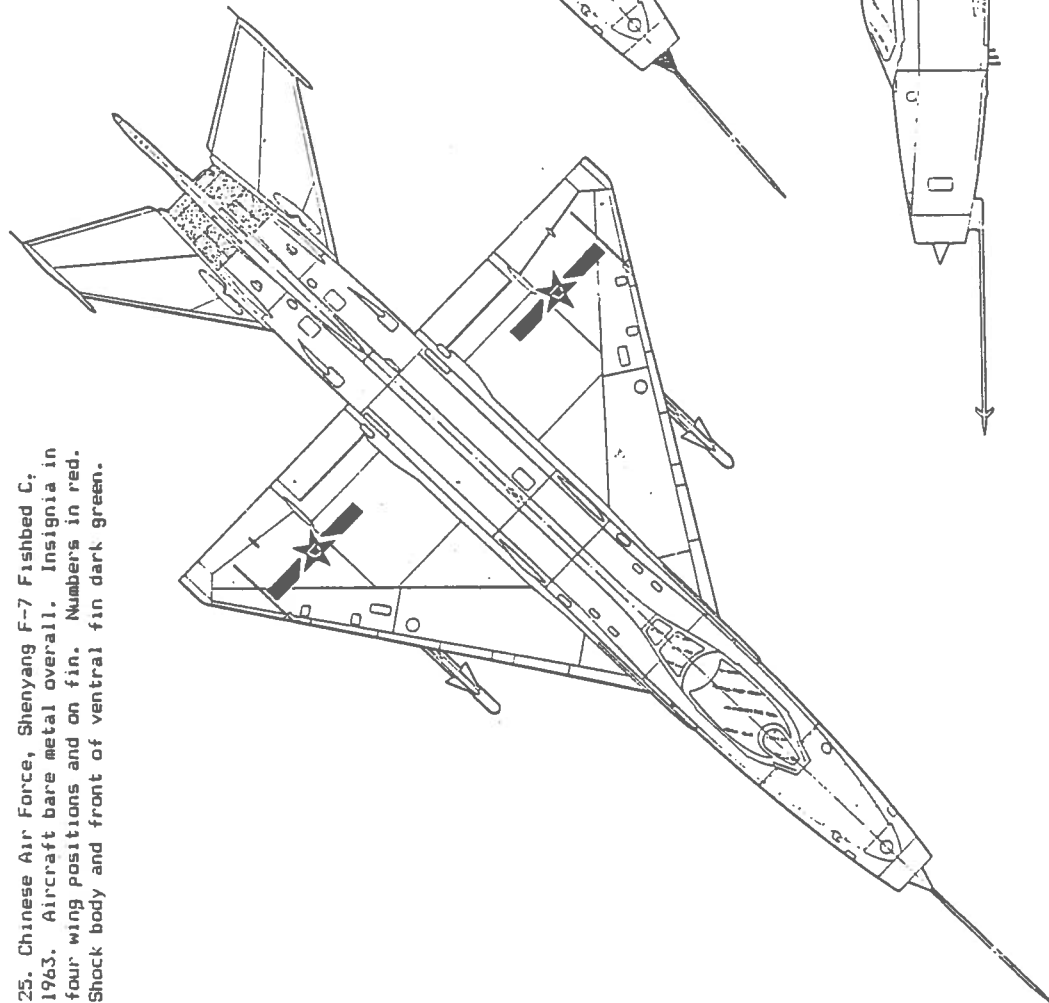




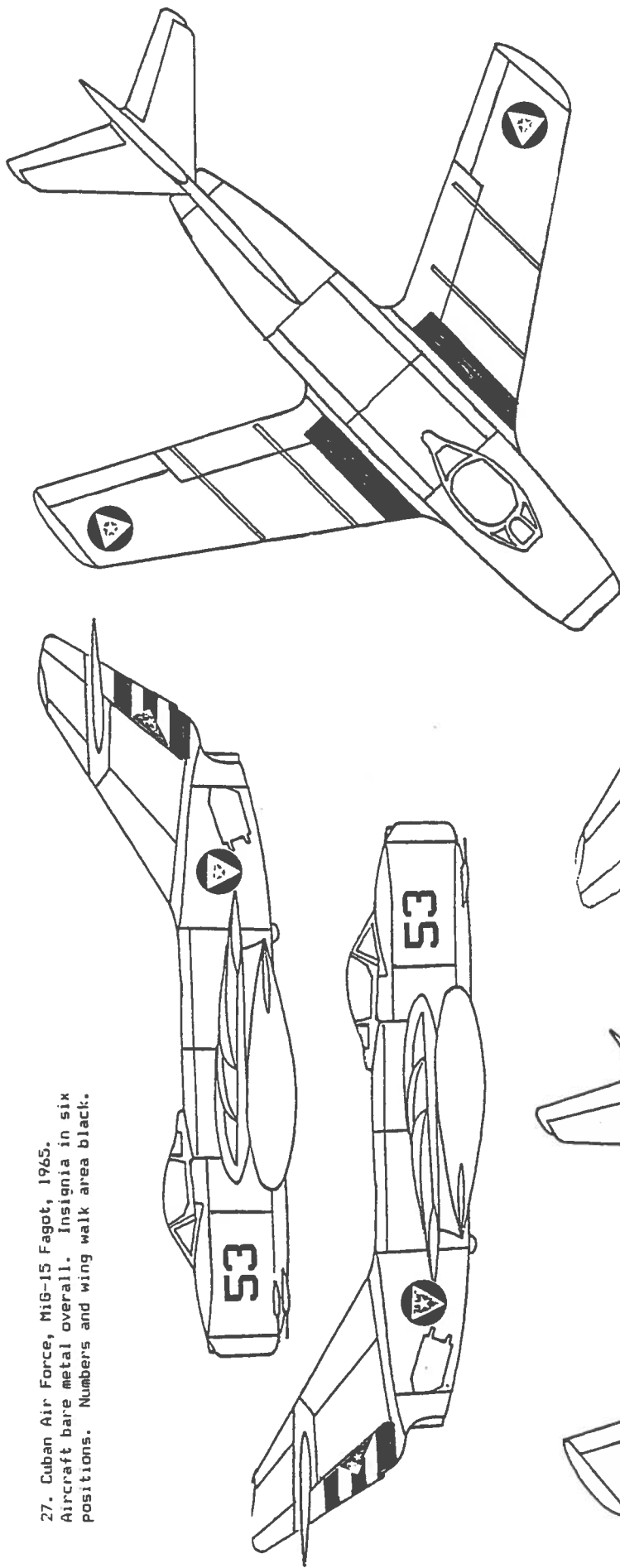
25. Chinese Air Force, Shenyang F-7 Fishbed C, 1963. Aircraft bare metal overall. Insignia in four wing positions and on fin. Numbers in red. Shock body and front of ventral fin dark green.



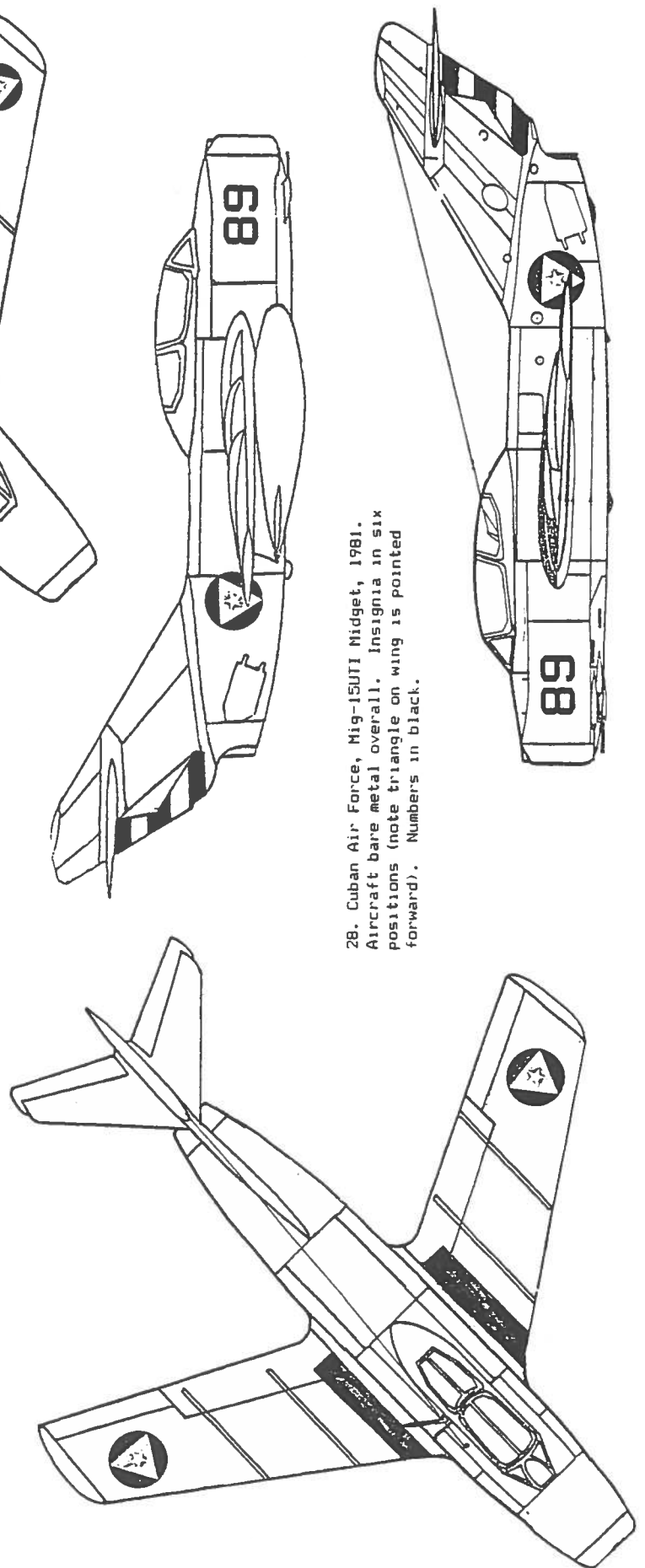
26. Chinese Air Force, Shenyang F-7 Fishbed C, 1984. Aircraft bare metal overall. Insignia in six positions. Numbers in red. Shock cone & Nose band red; front of ventral fin dark green.



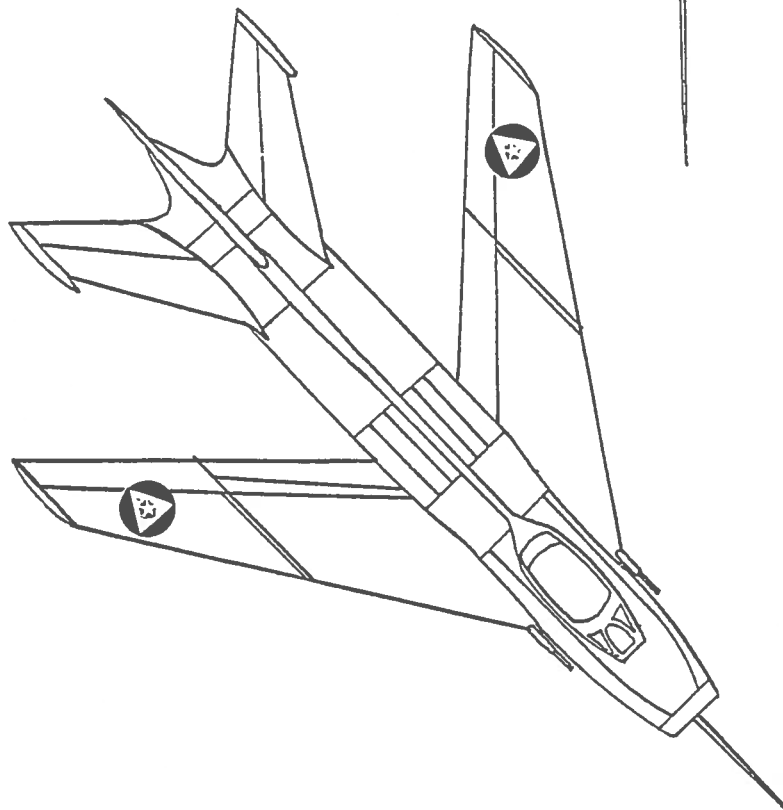
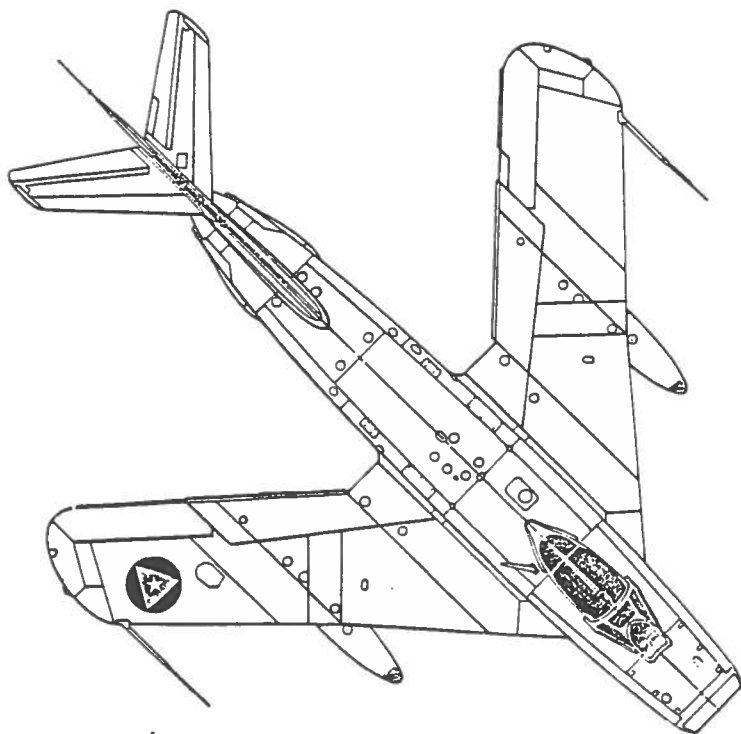
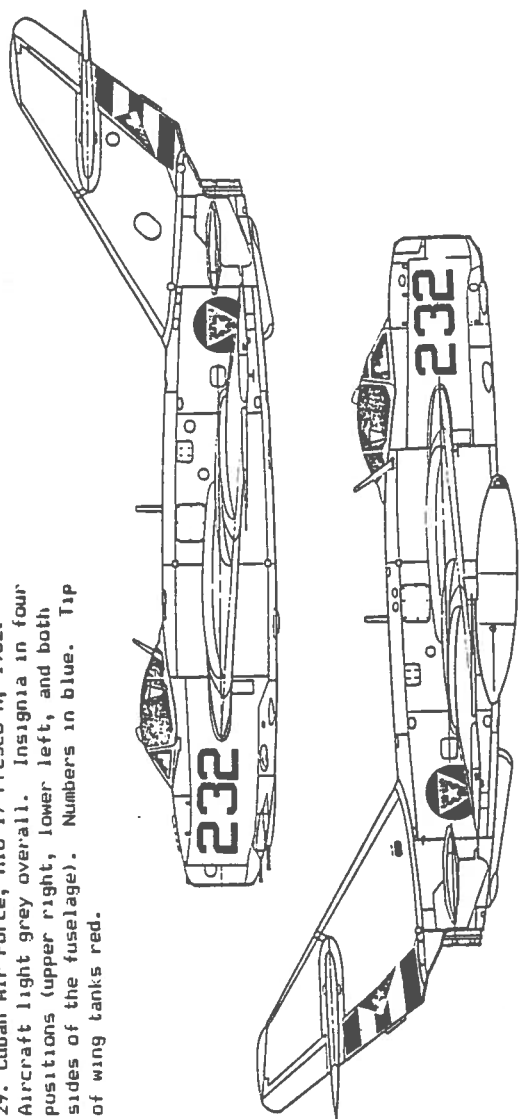
27. Cuban Air Force, MiG-15 Fagot, 1965.
Aircraft bare metal overall. Insignia in six
positions. Numbers and wing walk area black.



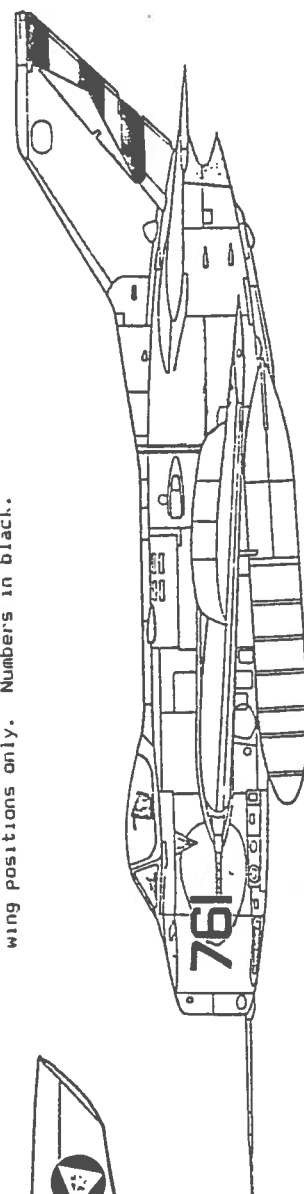
28. Cuban Air Force, Mig-15UTI Midget, 1981.
Aircraft bare metal overall. Insignia in six
positions (note triangle on wing is pointed
forward). Numbers in black.

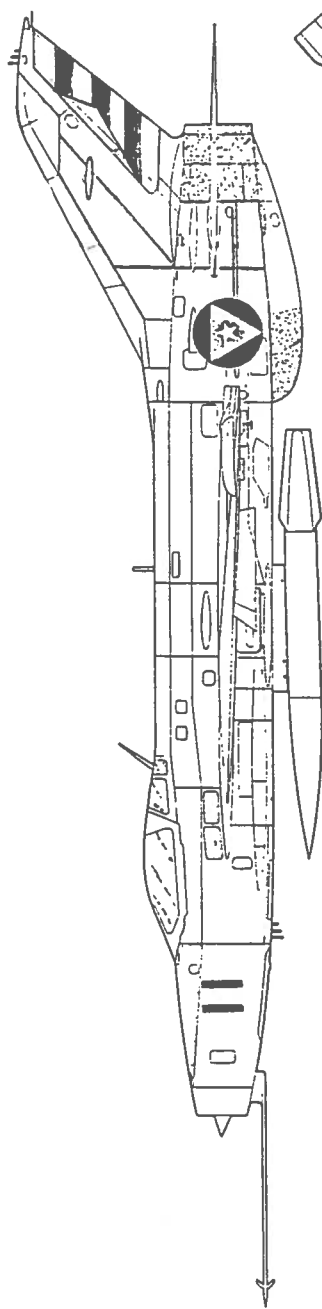


29. Cuban Air Force, MiG-17 Fresco A, 1962.
Aircraft light grey overall. Insignia in four
positions (upper right, lower left, and both
sides of the fuselage). Numbers in blue. Tip
of wing tanks red.

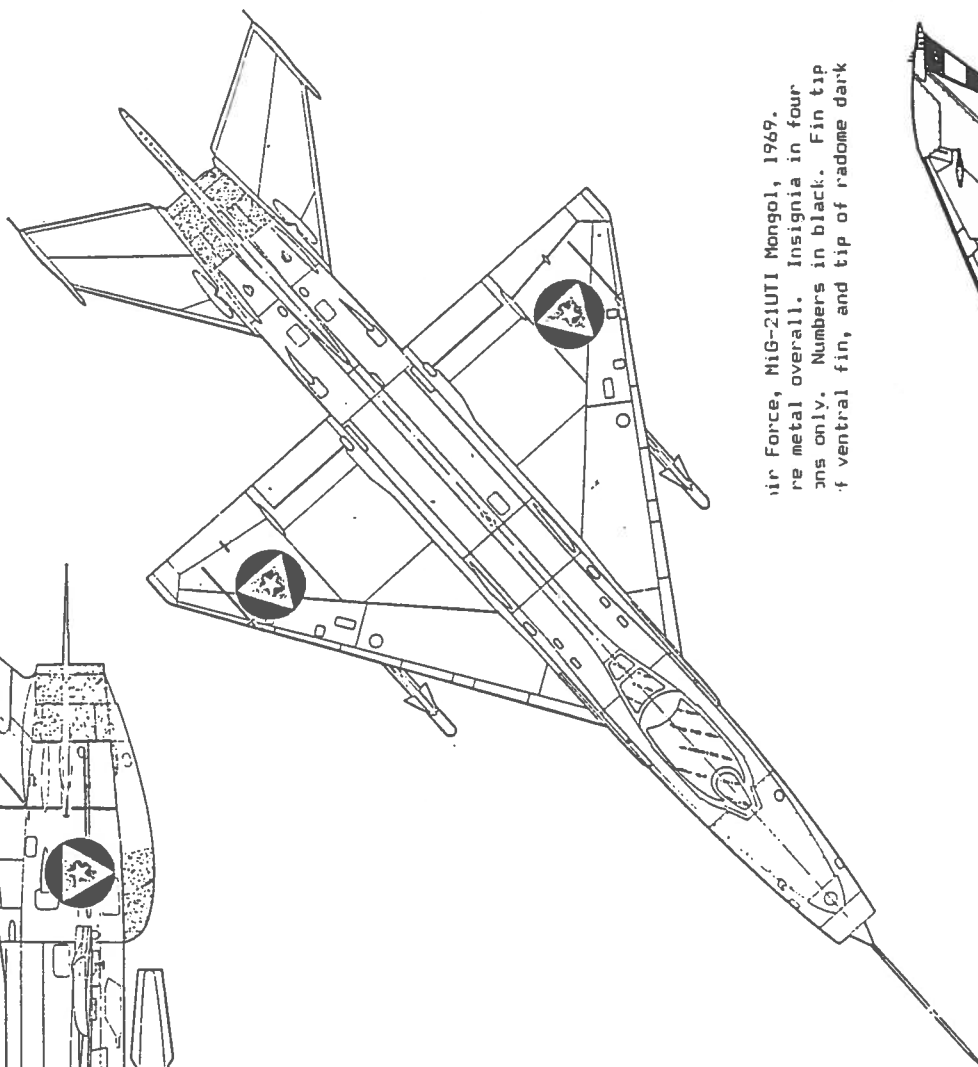


30. Cuban Air Force, MiG-19 Farmer B, 1965.
Aircraft bare metal overall. Insignia in four
wing positions only. Numbers in black.

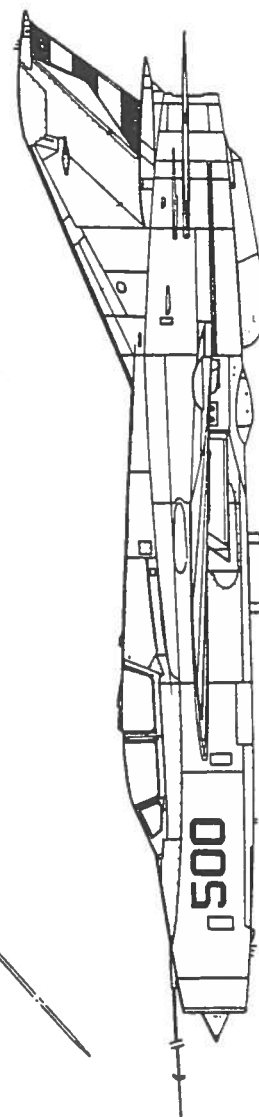
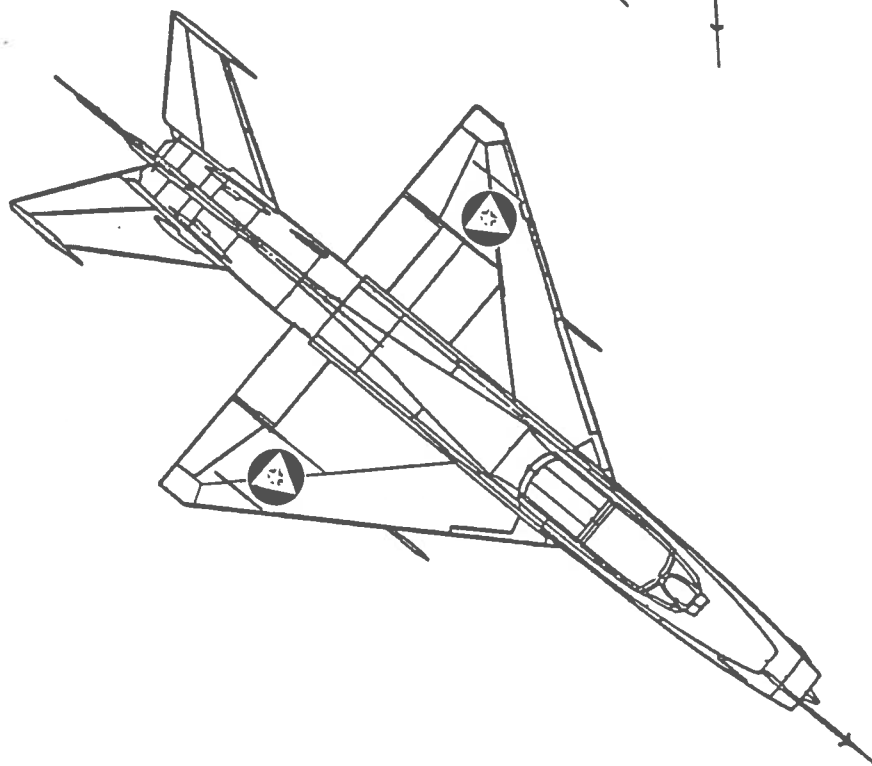




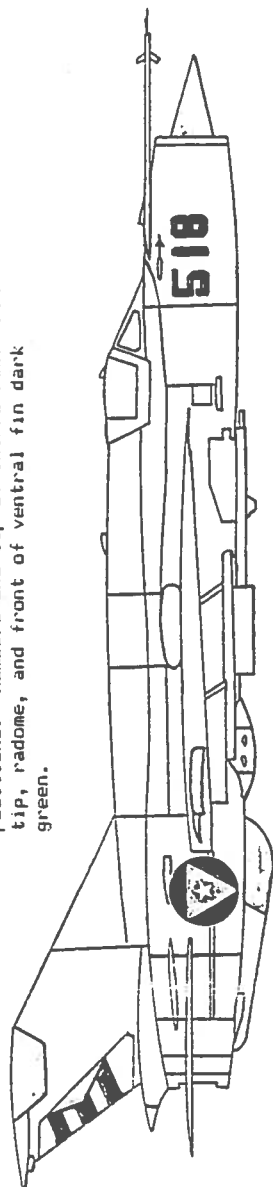
31. Cuban Air Force, MiG-21F Fishbed C, 1967. Aircraft bare metal overall. Insignia in six positions (note triangle on wing is pointed forward). Numbers in black.



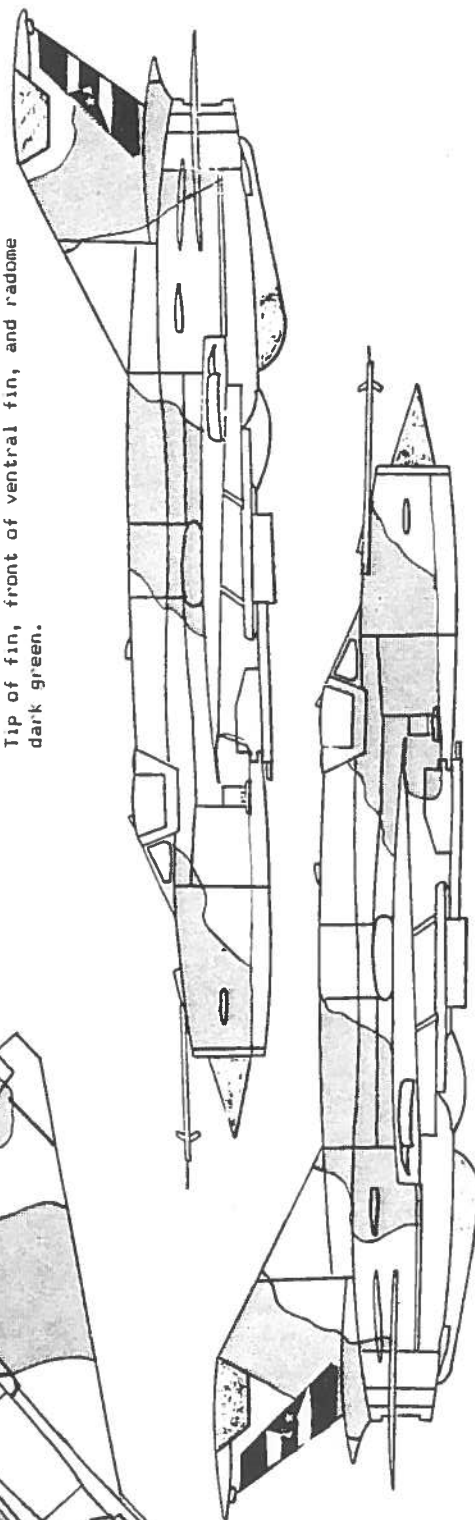
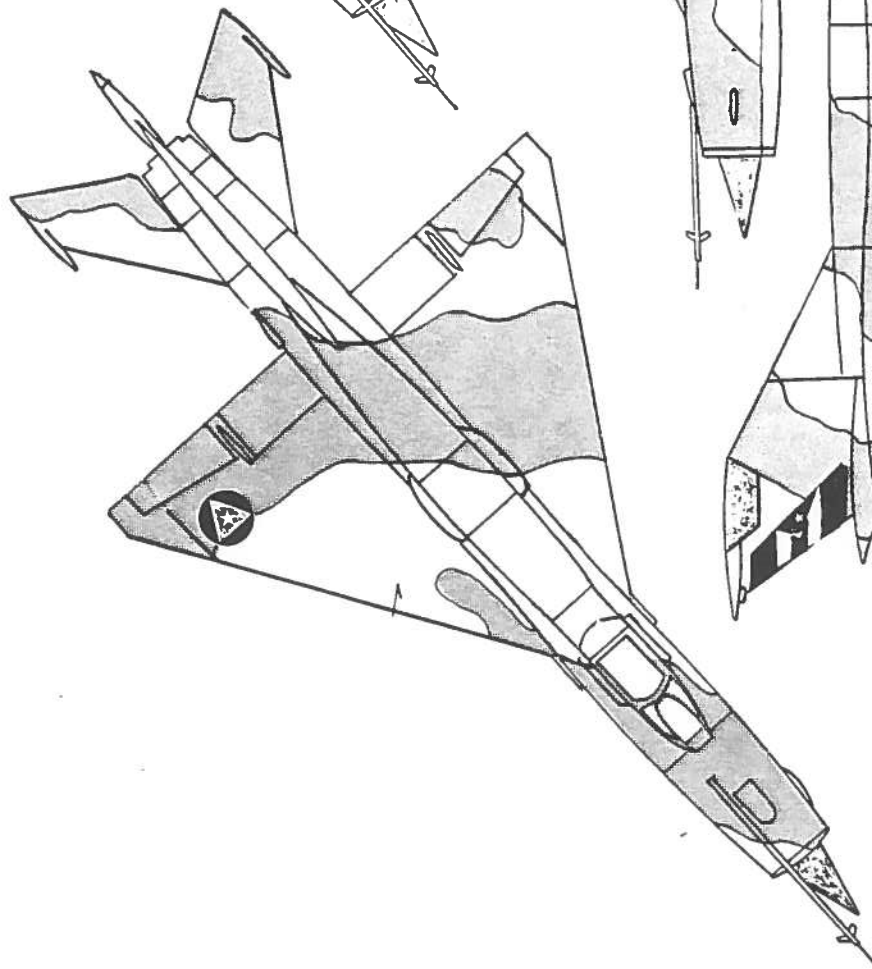
32. Soviet Air Force, MiG-21UTI Mongol, 1969. Aircraft bare metal overall. Insignia in four positions (note triangle on wing is pointed forward). Numbers in black. Fin tip of ventral fin, and tip of radome dark.

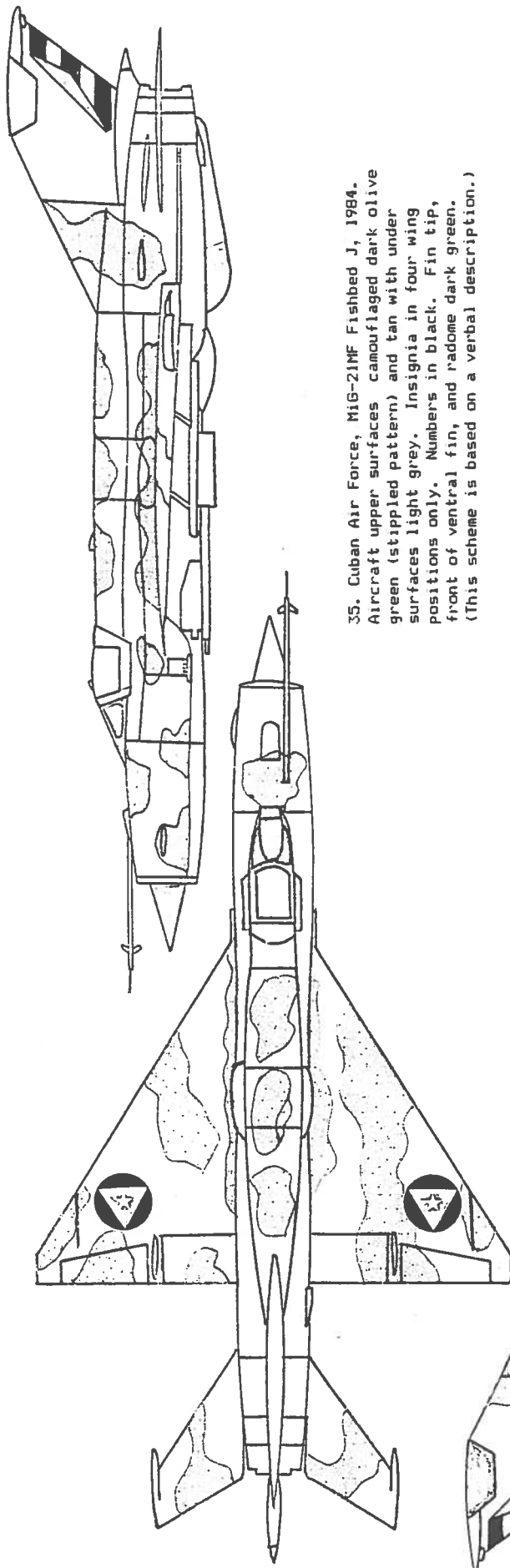


33. Cuban Air Force, MiG-21MF Fishbed J, 1982. Aircraft bare metal overall. Insignia in six positions. Numbers and lip of intake red. Fin tip, radome, and front of ventral fin dark green.



34. Cuban Air Force, MiG-21MF Fishbed J, 1984. Aircraft upper surfaces camouflaged dark olive green (dotted pattern) and light olive green with light grey under surfaces. Insignia in two positions (upper left and lower right wing). Number red, but photo too grainy to determine. Tip of fin, front of ventral fin, and radome dark green.

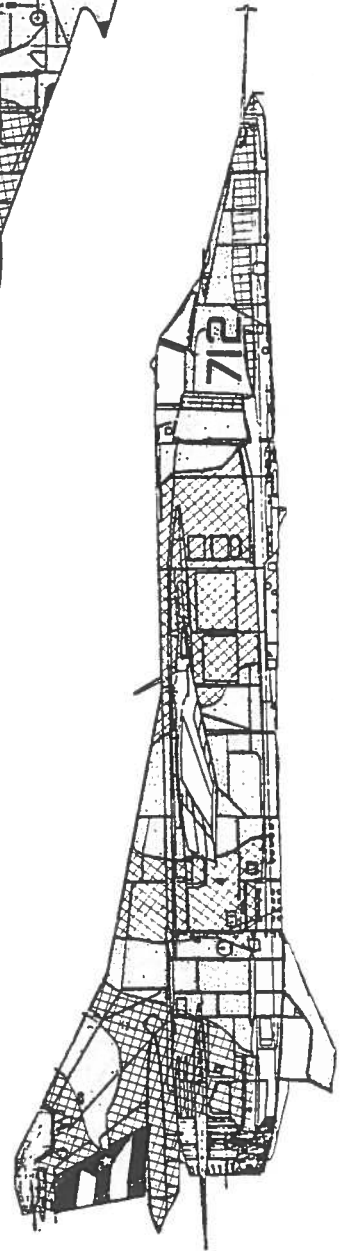
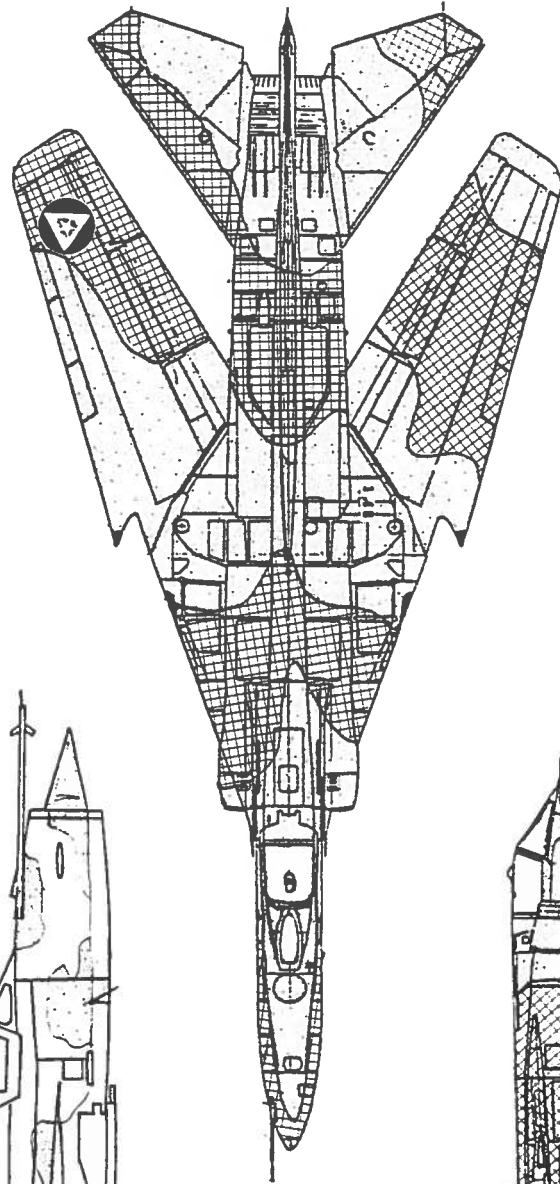




35. Cuban Air Force, MiG-21MF Fishbed J, 1984. Aircraft upper surfaces camouflaged dark olive green (stippled pattern) and tan with under surfaces light grey. Insignia in four wing positions only. Numbers in black. Fin tip, front of ventral fin, and radome dark green. (This scheme is based on a verbal description.)



36. Cuban Air Force, MiG-23BN Flogger F, 1983. Aircraft upper surfaces camouflaged dark brown (hatched pattern) and dark green (stippled pattern) with under surfaces light grey. Insignia in two positions (upper right and lower left wing). Fin tip and front of ventral fin dark grey.



Aviacion Mundial en Espana (Guerra Civil) 1936-39
[THE WORLD'S AVIATION IN SPAIN (CIVIL WAR)] Vol. 1
Aviones Americanos y Rusos by Justo Miranda & Paula
Mercede. Published in Spanish by Silex Ediciones, Cid 4,
Madrid-1, Spain @ 5,900 pesetas plus shipping. In the
US, from Jim Haycraft of AIR ENTERPRISE PUBLICATIONS, 214
Kenmark Rd., PO Box 7745, Newark, DE 19714 for \$49.95. A
large book @ 9 1/2 inches by 12 inches with 285 pages,
about 50% of which are black & white drawings.

This is the first of a seven volume work and I think the US & Soviet aircraft have been presented first as they tend to be the most interesting and if this one sells, the other six will follow. I like this book and I want to see the other six, so please buy the book. (Editor's note: If Silex really wanted to sell the first volume before deciding to do the other, they would be smart enough to do the German aircraft first.)

I have spent over 30 years and thousands of dollars researching the Spanish Republican "Aviacion Militar" and you can get most of this information for a lousy \$50.00.

Justo Miranda is primarily an aviation artist and his excellent 1/72-scale drawings are the "meat" of the book and require no translation. He covers 32 planes (plus variations) in this volume and at least 17 can be built as injection molded or vacuum-formed scale models. For example: There are 15+ fascinating schemes for your FROG/NOVO Tupelov SB-2. Or, how about the Spanish "P-26 Peashooter"/Boeing model 281 or the Basque Presidents Agirre's Beech "Staggerwing"? There are several schemes for EXECUFORN's Vultee V-1 or Douglas DC-2 bombers as well as their Lockheed "Electra" in "Nationalist" markings and their Spartan 7W in the markings of both sides.... If you have the patience and the \$\$\$, there are the 1/72-scale CZECHMASTER epoxy-resin castings of Polikarpov's I-15 "Chato", I-152 "Super Chato", and R-Z "Natcha", and a 1/48 I-16 "Mosca" ("Rat"). My favorite source of these castings is Tom Young of MODEL-AIRE INTERNATIONAL, PO Box 159, Olema, CA 94950.

A bit of common sense and a few moments in a Spanish paperback dictionary will get you through Justo and Paula's color guide for modelers that even gives you HUMBROL and MO-LAK(?) paint numbers. In the back of the book there are even 1/72-scale drawings of vehicles common to both sides and of "western" aircraft similar to the Soviet fighters and bombers used in Spain.

Sr. and Sra. Miranda include the Polikarpov I-153 "Chaika" and Seversky SEV-2PA in the text and explain that there is only a "possibility" that they were used in the Civil War. I personally do not believe either of them found their way to Spain. The Mirandas also include the Bellanca 28-90 and Vultee V-11B and explain that these aircraft were ordered by the Republic through Mexicans and Soviets and didn't make it to Spain.

Regarding the \$49.95 price from Jim Haycraft; the Spanish peseta is at about 160 to the US dollar (10/30/85), which means that the 5,900 pesetas amounts to about \$37. When you add the foreign-draft charges from your bank (\$5.00 PLUS) and then postage from Madrid (especially Air Mail) and then get to wait & worry -- the \$50 price sounds better. The book is worth it.

Next year begins the 50th anniversary of the Spanish Civil War and we'll be seeing information culled from this book in other references. Get it all here. I hope to see models of these aircraft done with the details provided by Justo and Paula, and maybe I'll even do a few myself.... I have a "good start" on RAREPLANES Grumman G-23 (FF-1) and maybe I'll do the WILLIAMS BROS. Northrup "Gamma" next

Bill Brown, AKA Marron el Rojo (SAFCH #526), 1719
Minnie St., Port Huron, MI 48060

Here are a couple of reviews of books published in France the last few years. They all have text in French.

Le T-6 dans la Guerre d'Algerie by Mister Kit and J.P. De Cock; published by Editions Atlas. This 100 page book covers the use of the T-6 by the Armée de l'Air and the Aeronavale with emphasis on the operations in Algeria by the EALAs (light air support flights). Foreign users

of the T-6 have not been forgotten; they occupy about 30 pages with history and a few interesting photos of small air force aircraft (Rhodesian, Cambodian, Katangese, Chilean, Brazilian, Philippine, and Belgian aircraft). Also included are 6 pages of color drawings of French aircraft and a 4-page modelling article. The 101 color and 85 black and white photos are well reproduced. I can highly recommend this book because the large number of photos of French aircraft will certainly interest SAFO readers. The price is about 120 French Francs.

Curtiss Hawk 75 by J. Cuny and G. Beauchamp; published by Editions Lariviere. This is undoubtedly the most complete and up-to-date book about the famous Hawk 75. It covers the use of this aircraft by the United States, China, Thailand, Argentina, France, Norway, the United Kingdom, South Africa, Portugal, Germany, Finland, the Netherlands, India, Peru, and Brazil. The experimental variants, details of the engine, armament, and equipment, as well as the camouflage and markings for each country are also covered.

For every user there is a detailed history with serials, color profiles, and photos (except Portugal). The book has 360 pages, 379 photos, 45 color profiles, and several drawings (detail and entire aircraft). This well-illustrated and well-researched book is certainly one of the best in the Docavia collection. The price is rather high; 240 French Francs, but anyone interested in this aircraft can not afford to be without it.

Here are some other interesting titles in the Docavia series: *Les Avions Militaires du Monde*, *L'Aviation de Chasse Francaise 1918-1940*, *Le Dewoitine 520*, *Les Avions Breguet 1940-1971*, *L'Aviation Republicane Espagnole*, *L'Aviation Francaise de Bombardement et de reconnaissance 1918-1940*, *Les Chasseurs Dassault: Ouragans, Mysteres et Super Mysteres*, *Les Focke Wulf 190*, *Les Chasseurs Japonais de la Deuxieme Guerre Mondiale*, *Les Chasseurs Americains de la Guerre du Pacifique*, *Les Avions Dewoitine*, *Les Avions Vought*, and *Les Avions Farman*.

Another series of aviation books comes from Ouest France. These small, 32-page booklets are well done and well illustrated. Each has color front and back covers, 4 to 6 pages of color photos and profiles, drawings, and a lot of black and white photos. Here is a list of available titles: *North American T-6, Les Spitfire Francaise, Focke Wulf 190A, Stampe SV4, Les Avions de Chasse Polikarpov, North American P-51 Mustang, Chance Vought Corsair, Lockheed F-80 Shooting Star, Dassault Super Mystere 82, Iliouchine Shtourmovik, Grumman Avenger, Seafire dans l'Aeronautique Navale Francaise, Grumman F-14 Tomcat, Hawker Sea Fury, AMD Etendard & Super Etendard, L'Armee de l'Air Francaise, Fouga Magister, L'Aviation Militaire Belge, Decoration des Avions de l'US Air Force 1954-1960, Les Viex Avions de la Ferte Allais, Les Pompiers du Ciel, Douglas DC-4/C-54 Skymaster, and Les Avions du Jour J.* The price for these booklets is 20 French Francs. Some special books are also available: *Documents sur le Grumman Avenger, Documents sur le North American P-51 Mustang, Lockheed P-38 Lightning, and North American F-86 Sabre.* The first two are larger than the booklets and cost 35 Francs; the latter two have 160 pages and cost 60 Francs. The majority of these publications emphasize the French use of the aircraft, but some contain interesting information about small air forces.

L'Aviation de Vichy au Combat by C. J. Ehrengardt and C. Shores; published by Lavauzelle. This 175-page book is the first part of a series dealing with the history of the Air Force of the Government of Vichy from 03.07.1940 to 27.11.1942. It contains many black and white photos and new information about the struggle of Vichy French units in Indochina (against Thai units), Madagascar (against British and South African units), and in Africa (against British and American units). The price is 250 Francs.

Etendard IV & Super Etendard by A. Grosnier and J. M. Guhl; published by Sup-Air Publications. This book describes the career of these two aircraft in the French

Jean Brugaro (SAFCH #576), 1 Passage Petite
Hermine, 35400 Saint Malo, FRANCE

"Because of a depressed economy, the civil register has not progressed very far since my last visit. TI-APB had been reached at the time of my departure in January 1981 and TI-ARN was the most recent 'matricula' observed this time. The aviation authorities seem to be now permanently established at Sabana Norte; I think I've reestablished rapport with the new personnel. They promised to send to me a listing of the aircraft register during 1981-85. I am watching the mail anxiously!

*The Seguridad Publica is reusing its TI-SPx sequence. SPA, B, & C are all new Cessna 206s; I saw them all, but only shot TI-SPC. The unseen SPZ may be a 206 also - supposedly four were provided in US aid. I photographed

"SANSa now regularly flies only DC-3 TI-SAG. The two CASA Aviocars, SAB and SAC, are stored awaiting sale. In Coopesa's 'backlot' are two inactive SANSa cargo carriers: N59050 (DC-67) and Convair TI-ARN ('Cap. Dagoberto Mora'). Other abandoned aircraft included two DC-8s (TI-VEL & N8811E), and a C-46 (TI-TRA of Trans Costa Rica). Cargo DC-4 N117PM sat in a less out-of-the-way area.

"I wish LACSA would register their 727s instead of merely naming them: N1280E 'Bri Bri' (after an Indian group and town on the Atlantic Coast near Panama); N1279E 'Zurqui' in a photo (I am still trying to find the meaning of this name); and 'Portete' (after a beach north of Puerto Limon) but I forgot which 727 this was."

"Here are some additional comments regarding the article on the Indonesian Air Force that appeared in SAFO #30.

Postbus 21, 6720 AA Bennekom, Holland). Both rectangular and circular national insignia were carried, with and without rudder insignia. The only photo of TJ54 I have seen shows it with a round insignia (repainted?). TJ62 is preserved in Jakarta at the Armed Forces Museum.

Roger Eberle (SAFCH #358), Kirchweg 43, 8102
Oberengstringen, SWITZERLAND

"Regarding my notes in SAFO #36 on converting the Avia MB-200 to the Bloch MB-200 used in the Spanish Civil War: Patrick Laureau has pointed out that I failed to note the modification necessary on the upper front fuselage. On the Czech version, the decking (part #57) slants up in an unbroken line from the front turret; on the French version the decking comes back horizontally (about 3/8 inch on the 1/72-scale model) before slanting up to the wingscreen. Also the front turret is slightly different.

"I am told that KP will release a Letov S-231 next year."

"In the past I have written letters, usually with information, to some of your subscribers but the response has been bad (read: zero). My last letter was to _____ with a list of known _____ as was apparently needed judging from SAFCH #____. I asked him whether we could perhaps exchange some other information as well, but you've guessed it, it is still a one-way traffic.

"Well, forgive my complaint, but so much time is actually wasted."

"I am, despite serious personal problems, still interested in exchanging photos and slides of military aircraft of all time periods, photocopies of official drawings of insignia, and slides (duplicates only) of insignia. Under the proper circumstances I would be willing to send kits (injection molded & vacuform), aviation literature, etc. in exchange for the above mentioned material. This information is for a book on the insignia of the world's air arms (all services) from 1910 to date. I already have much information, but international cooperation is still urgently needed.

"Greeting to all my friends in the SAFCH. Many thanks for your help and best wishes to you."

Fritz Braun (SAFCH #220), Posener Strasse 20, D-8000 Munchen 81, WEST GERMANY

"Most members will recognize my name from the articles I have written for SAFO on Latin American aircraft and Migs. I have corresponded with many of you (and owe many others letters) and from these contacts I have recognized the need for a new publication on "Air Forces of the World". The problem of information storage, retrieval, and just finding that illustration 'you know you saw' finally prompted me to summon up my courage and contact a well-known aviation publisher with a proposal for an entirely new style series of publications on the world's air forces. With the amount of work required to do this, and the printing quality needed, I felt that a commercial publication was the only viable way to go. The following proposal, I feel, will finally cover the subject properly and make it a lot easier for us all.

"BACKGROUND: over the last several years at least three new 'Air Forces of the World' publications have been marketed, all with differing formats and degrees of accuracy and coverage. However, none of these have been exactly what the modeler/historian really required. Discussions with other SAFO and IPMS members have convinced me that a single publication can never adequately cover the subject and an entirely new approach is needed.

"The problem with most of these publications has been a lack of depth and accurate illustrations. Admittedly, the scope of the subject makes it an extremely difficult one to cover with accuracy and depth.

"PROPOSAL: My idea is to attack the problem from a completely different approach. The publication I envision would be as follows:

- a looseleaf format, i.e. an expandable data base
- published in geographical sections
- updated periodically

This type of format is extremely flexible and would provide the user with a continuous flow of information. It would not be necessary to wait until everything on a particular country is known in detail; initial data could be issued, then updated later. By including a single contact point, reader feedback could be encouraged. Also, I envision publication by region (South America, followed by the Middle East, Africa, Western Europe, Eastern Europe, Southeast Asia, Pacific, etc.). The major powers (US, England, France, and USSR) would be i.e. a volume on omitted, as these are well covered.

"The publication should focus on color schemes, markings, etc. rather than on inventories, dates, places, etc. A basic outline of the history of the air force in question along with a listing of known aircraft types operated over its entire history would be included as background information. Also, the series should cover countries that no longer exist, such as Estonia.

"Illustrations are perhaps the most difficult item when compiling a publication of this sort. I have excellent coverage of a number of countries. However, most of the photo are not useable for publication because of copyright restrictions. I propose that the majority of illustrations be drawings of the various aircraft in proper national insignia and markings. Each aircraft would be represented by individual pages with as many color schemes and as much marking information as

available to cover that aircraft's operational history. As an example, I have verified four different color schemes for El Salvadoran FG-1D Corsairs. No illustration would be published unless it had been verified as accurate (preferably by photographic documentation) or clearly identified as provisional. A page illustrating variations in national markings would also be included, with time periods when each was in use (where known). Blank aircraft profiles could be included for reader use.

"As you can see, SAFO has greatly influenced my thinking on this and I am requesting the support of all SAFCH members. Anyone who is interested in assisting with this project, either by way of information (aircraft inventories), illustrations (color schemes, markings data), or publishable photos (copyright release) are urged to contact me as soon as possible.

"I especially need information on the African nations, as there is very little available anywhere on most of these. Anything will help. The more assistance I receive from you, the better publication this will be.

"All photos loaned will be treated carefully and returned. Credit lines will be given for all photos used and any assistance will receive full credit in the publications. Unfortunately, my budget does not allow for the purchase of photos in quantity, however, such purchases may be handled on a case-by-case based depending on subject and cost.

"I will be at the address listed below until June 86. After that time I am retiring from the US Navy and returning home to Tulsa, Oklahoma. I will keep Jim informed of my new address and progress. I intend to get the first of the series on the street within a year (if the publisher accepts my proposal)."

Nicholas J. Waters (SAFCH #2), 830A Kirkbride Ave., Pearl City, HI 97682

"I have the following kits and magazines for sale to SAFCH members. If you're interested, please write to me directly.

"Magazines: French L'Air Jan. '46; Polish TBU Li-2, Tu-2, MiG-3, MiG-19, Wellington; East German Flieger-Revue 3/79; Czech L+K 21/76 (Orlik), 3/77 (HS Hawk), 3/78 Bonzo M-3, 9/79 (Re-2), 10/79 (Pe-2), 5/80 (B-36), 12/80 (MiG-21F), 15/80 (DC-2/DC-3), 19/80 (T-37), 17/81 (Mi-1), 18/81 (Junak), 20/81 (Yak-23), 23/81 (Solar Challenger), 10/83 (L-39), 11/83 (Boeing 247).

"KITS: KP 1/72 Bloch 200; ZTS/Micro 1/72 Czapla; Vacuform from Czechoslovakia 1/72 Su-5, LaGG-3, Pitts S-1; Vacuform from Belgium 1/72 Breguet 19; Epoxy from Czechoslovakia 1/72 Kawasaki Ki-60, Grunau Baby, XP-56/1, XP-56/2; 1/144 Nakajima Ki-34 (Thora); Mitsubishi Ki-46 Dinah, Kawasaki Ki-108, Tu-2D."

Daniel Banjo (SAFCH #733), 185 Rue Jean de Gouy, 59500 Douai, FRANCE

(Continued from page 23)

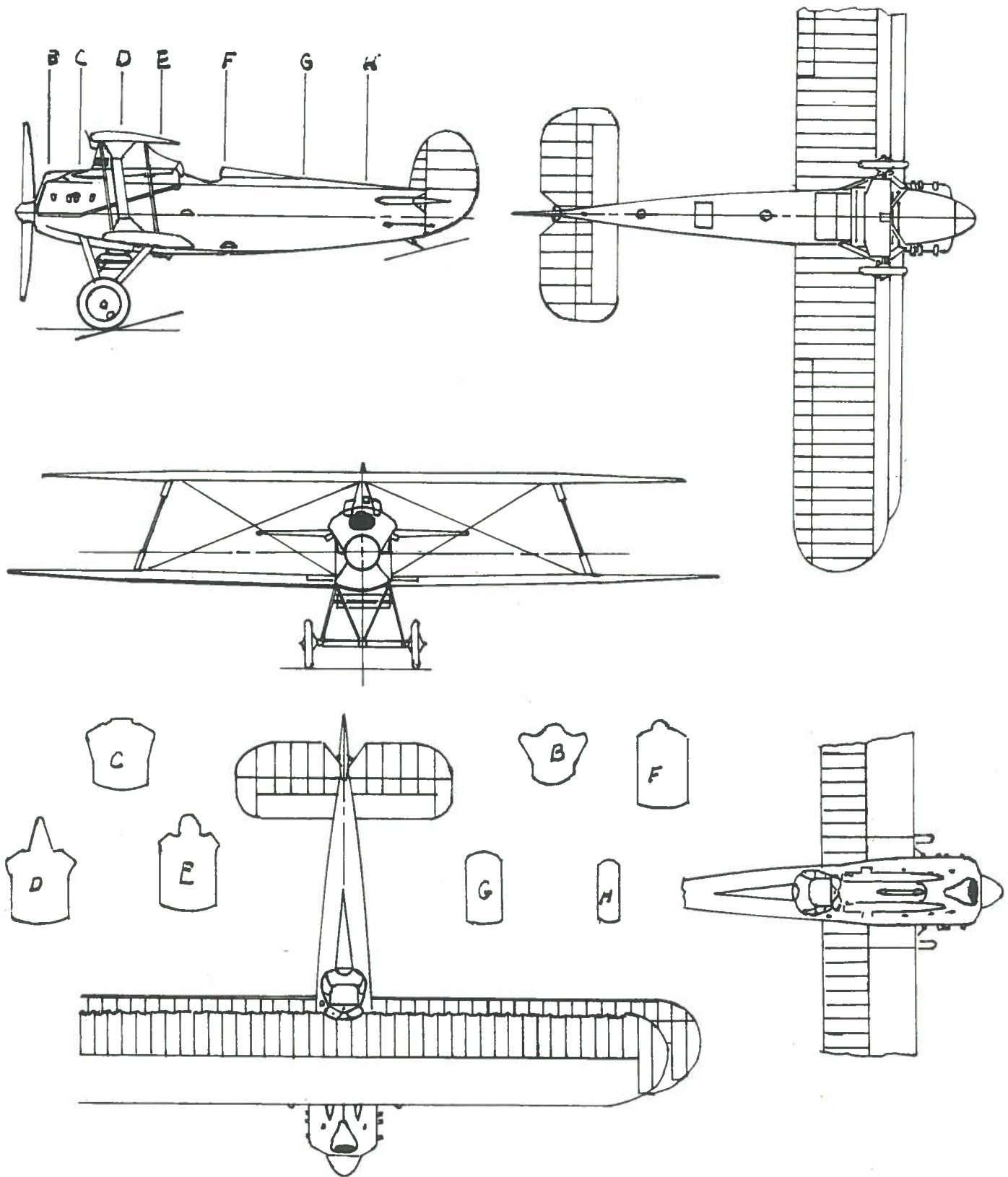
Merlin and a pair for the Diamler, and 4 tail wheels of different sizes. The sample had quite a bit of flash (the other samples were relatively flash-free) and the detail is only fair, but, if you need these parts, they are well worth the \$0.90 price.

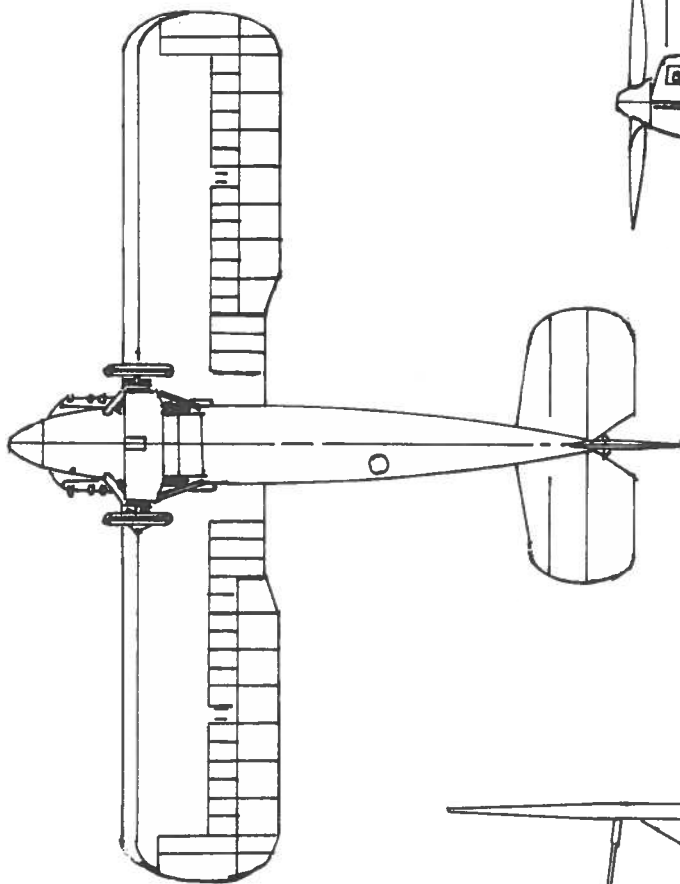
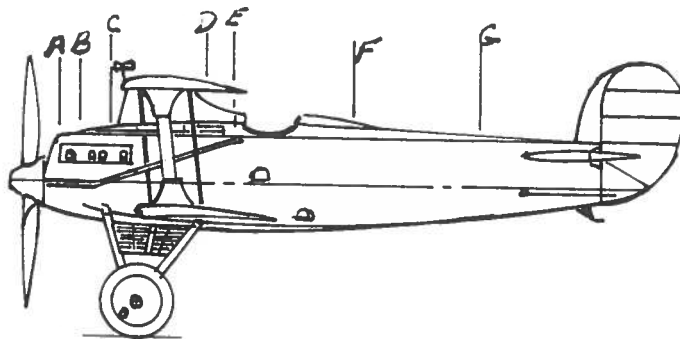
At the present time, the RobertsModel catalog lists 22 different propellers, 12 engines (Wright Cyclone, Pratt & Whitney R-2800, Nakajima Homare, Bristol Centaurus, Gnome-Monosaupe, Clerget, LeRhône, Nakajima Sakae 21, Pratt & Whitney Wasp Jr., Bristol Taurus, 5-cylinder Walter), two types of guns (2 Maxim guns and 2 Vickers guns for \$0.30 each pair), the 2 types of seats, a set of 3 control columns at \$0.45, and the Misc. package.

Order some parts and get a full catalog by writing to RobertsModel, 18 E. Clay Ave., West Hazleton, PA 18201. Minimum order is \$2.50 and add 15% for shipping. You won't be disappointed.

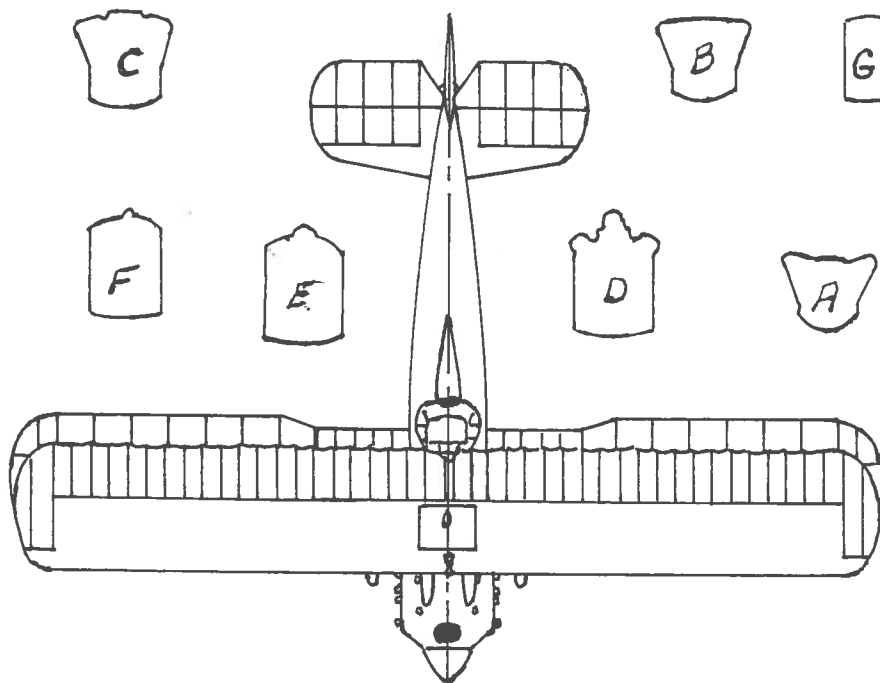
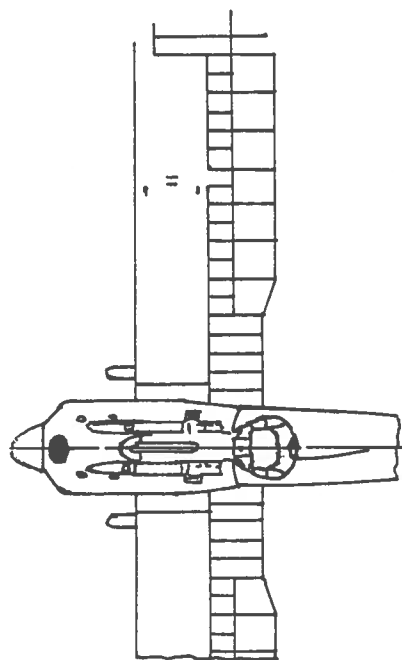
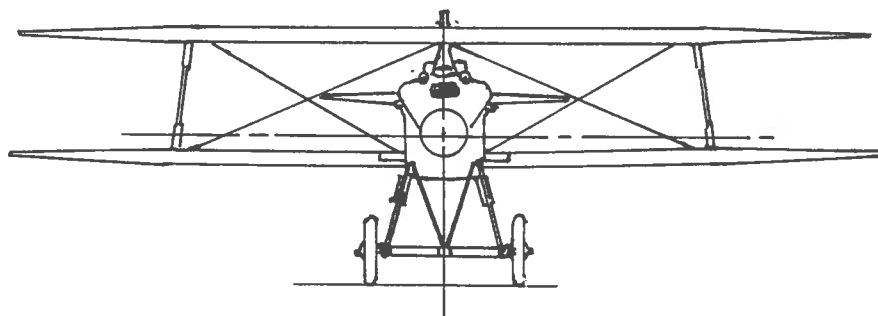
Four Avias in 1/72 Scale

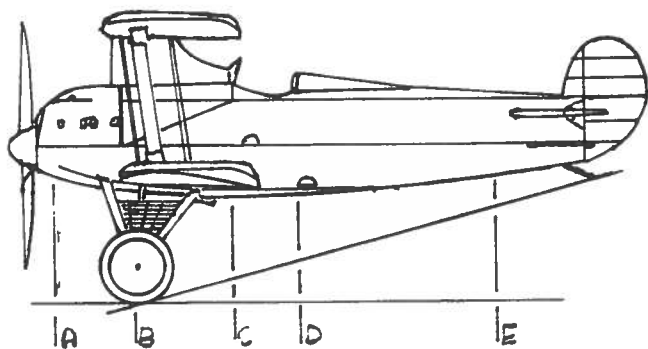
Avia BH-8



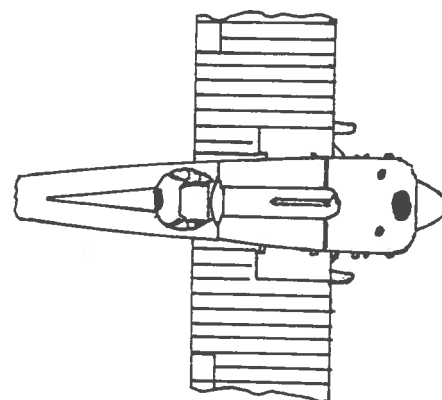
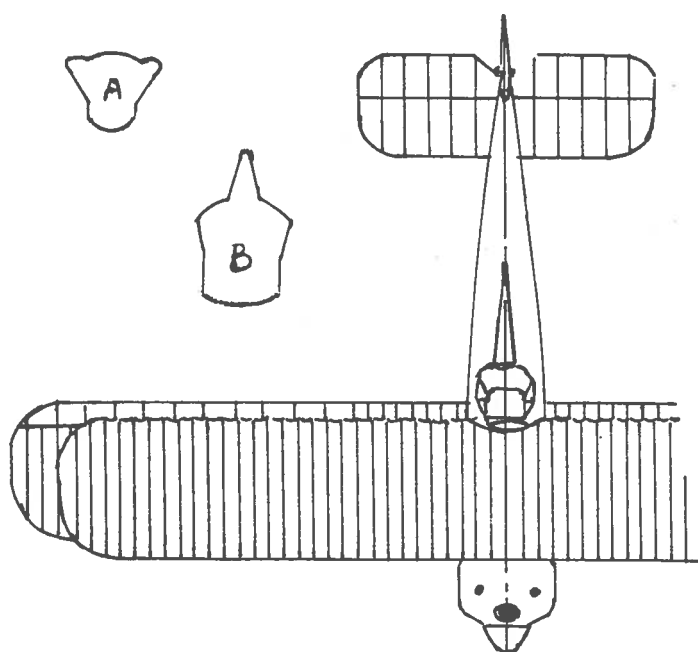
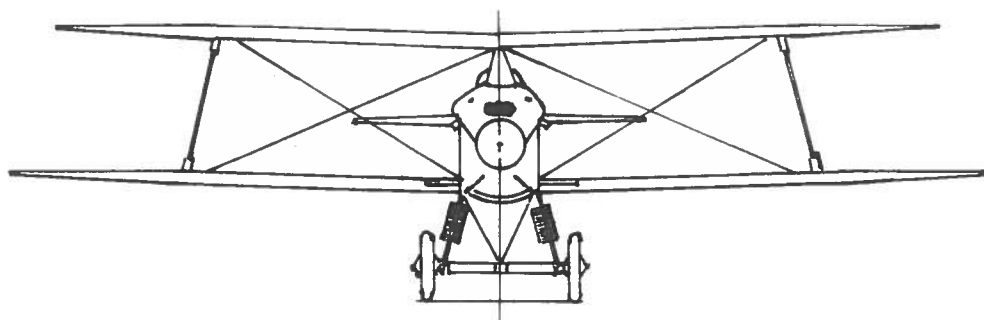
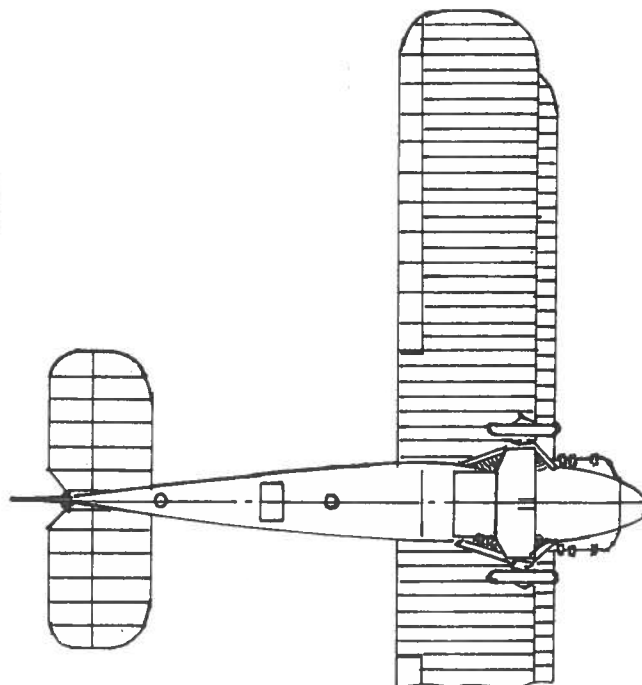


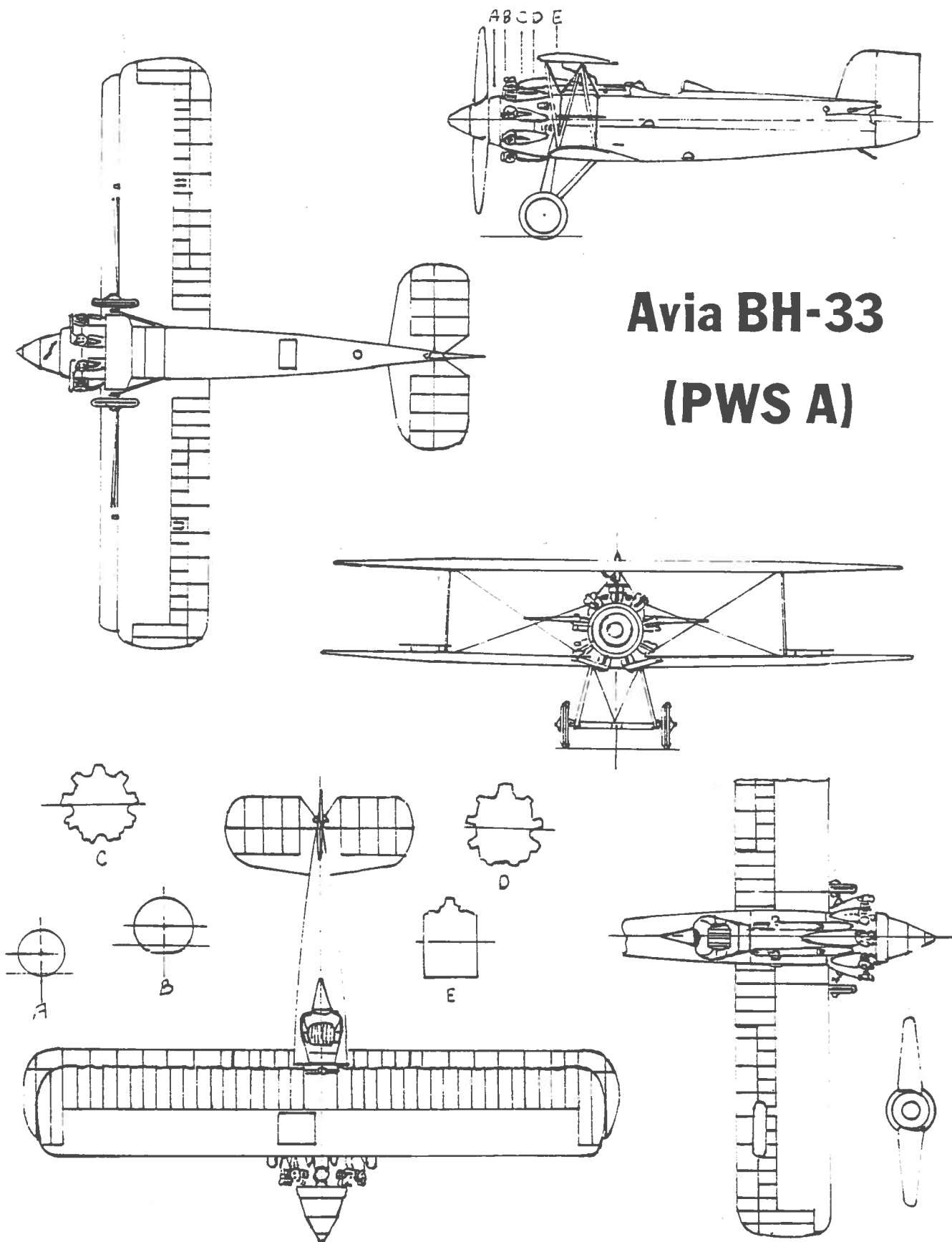
Avia BH-17





Avia BH-21





Avia BH-33
(PWS A)

TRACED BY WAYNE DENNY from LETECTVI + KOSMONAUTIKA

